

59TH CONGRESS, } HOUSE OF REPRESENTATIVES. } DOCUMENT
2d Session. } No. 25.

OFFICIAL RECORDS
OF THE
UNION AND CONFEDERATE NAVIES
IN THE
WAR OF THE REBELLION.

PUBLISHED UNDER THE DIRECTION OF
The Hon. CHARLES J. BONAPARTE, Secretary of the Navy,
BY
MR. CHARLES W. STEWART,
Superintendent Library and Naval War Records.

BY AUTHORITY OF AN ACT OF CONGRESS APPROVED JULY 31, 1894.

SERIES I—VOLUME 21.
WEST GULF BLOCKADING SQUADRON
FROM JANUARY 1 TO DECEMBER 31, 1864.

WASHINGTON:
GOVERNMENT PRINTING OFFICE,
1906.

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P R E F A C E .

The work of preparing for publication the Official Records of the Union and Confederate Navies, which was begun July 7, 1884, was organized under the superintendency of Professor J. R. Soley, U. S. Navy, at that time librarian of the Navy Department, afterwards Assistant Secretary of the Navy.

In August, 1890, the work of collecting these records and their classification was ably continued by his successor, Lieutenant-Commander F. M. Wise, U. S. Navy, who, having received orders to sea, was relieved by Lieutenant-Commander Richard Rush, U. S. Navy, in May, 1893.

The long-delayed publication was finally authorized by act of Congress approved July 31, 1894, and begun by Mr. Rush. The first five volumes were published under his efficient administration, and the important duty of organizing the office for the distribution of these volumes was accomplished.

In March, 1897, Mr. Rush, having been ordered to sea, was succeeded by Professor Edward K. Rawson, U. S. Navy, as superintendent, under whose able administration volumes 6-14 were published. Professor Rawson was detached and ordered to the U. S. Naval Academy September 20, 1902, and was succeeded by Mr. Charles W. Stewart.

No change is contemplated at present in the outline of the plan of publication as approved by the Department. This plan includes only the use of such material as may be certified to be contemporaneous naval records of the war, which is divided into three series, in the following order of arrangement:

I. The first series embraces the reports, orders, and correspondence, both Union and Confederate, relating to all naval operations on the Atlantic and Gulf coasts and inland waters of the United States during the war of the rebellion, together with the operations of vessels acting singly, either as cruisers or privateers, in different parts of the world. These reports are accompanied by occasional maps and diagrams.

In this series the papers are arranged according to squadrons and flotillas, chronologically; and, as far as possible, the Union reports of any events are immediately followed by the Confederate reports.

II. The second series embraces the reports, orders, and correspondence relating to—

1. The condition of the Union Navy in 1861, before the commencement of hostilities, and to its increase during the progress of the war, including the annual and special reports of the Secretary of the Navy and chiefs of the various bureaus.

2. The construction and outfit of the Confederate Navy, including privateers, setting forth also the annual and special reports of the Confederate Secretary of the Navy and chiefs of bureaus.

3. Statistical data of all vessels, Union and Confederate, as far as can be obtained.

4. Returns of naval and military property captured by the navies of both sides during the war.

5. Correspondence relating to naval prisoners.

This series is also arranged chronologically in each of the above sections, as far as practicable.

III. The third series embraces all reports, orders, correspondence, and returns of the Union and Confederate authorities not specially relating to the matter of the first and second series.

It is the intention of the Department to introduce throughout the volumes of the different series illustrations of each class or type of vessels referred to, in order to preserve the identity of these ships as they actually appeared during the war. These cuts have been reproduced either from photographs of the vessels themselves or from the carefully prepared drawings made from official sources.

Much difficulty has been found in collecting the records, for, while the official reports of commanders of fleets and of vessels acting singly are on file in the Navy Department, it is found that the correspondence between flag-officers and their subordinates is frequently missing. Without this squadron correspondence the historical value of the work would necessarily be impaired, and the Department therefore has spared no pains to secure the letter books and papers of the chief actors on both sides. These papers have for the most part been obtained, and they have been copiously used in the compilation of the work. The reports of the Union commanders are full and fairly complete. It is to be regretted, however, that the Confederate records are not equally complete, due to the great difficulty found in collecting them, and also to the fact that a large part of the archives of the Confederate Navy Department was burned at the close of the war. Frequent careful searches throughout various parts of the country, conducted by a special agent of the Department, have brought to light many duplicates of these papers, found among the personal files of participants. It is hoped that the publication will revive the interest of participants in the events referred to, and lead

them to bring to the notice of the Department the whereabouts of any papers bearing upon naval operations in the civil war of which they may have knowledge.

The twentieth volume of the records (Series I, vol. 20), which has recently been published by the Department, gives the operations of the West Gulf Blockading Squadron from March 15 to December 31, 1863. The present volume (Series I, vol. 21) gives the operations of the West Gulf Blockading Squadron from January 1 to December 31, 1864.

The reports and correspondence are placed chronologically, with a distinct heading for every paper. In the record of events in which both sides took part the Confederate reports (where they could be obtained) immediately follow the Union reports, while the miscellaneous Confederate correspondence is placed at the end of the volume. Reference to the table of contents will show the context of these Confederate papers. It is believed that the chronological arrangement of the records, in connection with the full and complete index to each volume, will afford ample means of reference to its contents without other subdivision or classification. In reports of special or single events, in which the papers bear specific relation to those events, the chronological order has been somewhat modified, and such documents have been placed together in the compilation.

CHARLES W. STEWART,
Compiler.

NAVY DEPARTMENT,
Washington, D. C., October, 1906.

NOTE.—The following is an extract from the law governing the distribution of the sets comprising the publication (act of Congress approved July 31, 1904):

* * * Of said number, six thousand eight hundred and forty copies shall be for the use of the House of Representatives, two thousand one hundred and twelve copies for the use of the Senate, and one thousand and forty-eight copies for the use of the Navy Department and for distribution by the Secretary of the Navy among officers of the Navy and contributors to the work. The quotas herein authorized of said publication for the Senate and House of Representatives shall be sent by the Secretary of the Navy to such libraries, organizations, and individuals as may be designated by the Senators, Representatives, and Delegates of the Fifty-third Congress, it being the purpose of this distribution herein provided for to place these records in public libraries, and with permanent organizations having libraries, so far as such libraries may exist in the several States and Territories. Each Senator shall designate not exceeding twenty-four and each Representative and Delegate not exceeding nineteen of such addresses, and the volumes shall be sent thereto from time to time, as they are published, until the publication is completed; and all sets that may not be ordered to be distributed as provided herein shall be sold by the

Secretary of the Navy for cost of publication, with ten per centum added thereto, and the proceeds of such sale shall be covered into the Treasury. If two or more sets of said volumes are ordered to the same address, the Secretary of the Navy shall inform the Senators, Representatives, or Delegates who have designated the same, who thereupon may designate other libraries, organizations, or individuals. The Secretary of the Navy shall inform distributees at whose instance the volumes are sent.

The following joint resolution regarding the distribution of the work was approved January 30, 1896:

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Navy be, and he is hereby, authorized and directed to send the undistributed copies of the Official Records of the War of the Rebellion, both of the Union and of the Confederate navies, to such libraries, organizations, and individuals as may be designated before the meeting of the next Congress by the Representatives in the Fifty-fourth Congress of the districts whose Representatives in the Fifty-third Congress failed to designate the distributees of their quota of said Official Records or any part thereof, as authorized by the act of Congress approved July thirty-first, eighteen hundred and ninety-four, and the joint resolution approved March second, eighteen hundred and ninety-five, to the extent and in the manner and form provided in said act.

The following is an extract from the act of Congress of May 28, 1896, which increased the edition from 10,000 to 11,000 copies:

* * * For printing, binding, and wrapping one thousand additional copies of series one, volumes one, two, three, and four, for supplying officers of the Navy who have not received the work, two thousand four hundred dollars.

ORDER OF COMPILATION OF NAVAL WAR RECORDS.

SERIES I.

1. Operations of the cruisers, 1861-1865.

Union cruisers.

West India (Flying) Squadron, under Acting Rear-Admiral Wilkes, U. S. N., 1862-1863.

West India (Flying) Squadron, under Acting Rear-Admiral Lardner, U. S. N., 1863-1864.

Confederate cruisers and privateers.

2. Operations in the Gulf of Mexico, January to June 7, 1861.

Surrender of the Pensacola Navy Yard.

Cooperation of the Navy in the relief of Fort Pickens.

3. Operations on the Atlantic Coast, January to May 13, 1861.

Cooperation of the Navy in the attempts to relieve Fort Sumter.

Abandonment and destruction of the Norfolk Navy Yard.

Home Squadron, under Flag-Officer Pendergrast, U. S. N.

4. Operations on the Potomac and Rappahannock Rivers, 1861-1865.

Potomac Flotilla, under Commander Ward, U. S. N., 1861.

Potomac Flotilla, under Captain Craven, U. S. N., 1861.

Potomac Flotilla, under Lieutenant Wyman, U. S. N., 1861-1862.

Potomac Flotilla, under Commodore Harwood, U. S. N., 1862-1863.

Potomac Flotilla, under Commander Parker, U. S. N., 1863-1865.

5. Atlantic Blockading Squadrons, 1861-1865.

Atlantic Blockading Squadron, under Flag-Officer Stringham, U. S. N., May 13 to Sept. 23, 1861.

West India Squadron, under Flag-Officer Pendergrast, U. S. N., 1861.

Naval Defenses of Virginia and North Carolina, under Flag-Officer Barron, C. S. N.

Atlantic Blockading Squadron, under Flag-Officer Goldsborough, U. S. N., 1861.

North Atlantic Blockading Squadron, under Rear-Admiral Goldsborough, U. S. N., 1861-1862.

Naval Defenses of Virginia and North Carolina, under Flag-Officer Lynch, C. S. N.

James River Squadron, under Flag-Officer Buchanan, C. S. N.

James River Squadron, under Flag-Officer Tattnall, C. S. N.

James River Flotilla, under Commodore Wilkes, U. S. N., 1862.

North Atlantic Blockading Squadron, under Acting Rear-Admiral Lee, U. S. N., 1862-1864.

James River Squadron, under Flag-Officers Forrest and Mitchell, C. S. N.

* Naval Defenses Inland Waters of North Carolina, under Commander Pinkney, C. S. N.

* Naval Defenses Cape Fear River, North Carolina, under Flag-Officer Lynch, C. S. N.

North Atlantic Blockading Squadron, under Rear-Admiral Porter, U. S. N., 1864-1865.

James River Squadron, under Flag-Officers Mitchell and Semmes, C. S. N.

* Naval Defenses Cape Fear River, North Carolina, under Flag-Officer Pinkney, C. S. N.

North Atlantic Blockading Squadron, under Acting Rear-Admiral Radford, U. S. N., 1865.

South Atlantic Blockading Squadron, under Rear-Admiral Du Pont, U. S. N., 1861-1863.

* Naval Defenses of South Carolina and Georgia, under Flag-Officer Tattnall, C. S. N.

* Naval Defenses of Charleston Harbor, South Carolina, under Flag-Officer Ingraham, C. S. N.

South Atlantic Blockading Squadron, under Rear-Admiral Dahlgren, U. S. N., 1863-1865.

* Naval Defenses of Charleston Harbor, South Carolina, under Flag-Officer Tucker, C. S. N.

Naval Defenses of Savannah, Ga., under Flag-Officers Hunter and Tattnall, C. S. N.

* The Confederate material under this head is very scant. It is therefore hoped that those who have any Confederate naval documents upon the subject will communicate with the Office of Naval War Records, Navy Department, Washington, D. C.

XII ORDER OF COMPILATION OF NAVAL WAR RECORDS.

6. Gulf Blockading Squadrons, 1861-1865.

- Gulf Blockading Squadron, under Flag-Officer Mervine, U. S. N., 1861.
- Gulf Blockading Squadron, under Flag-Officer McKean, U. S. N., 1861-1862.
 - * Mississippi River Defenses, under Flag-Officer Hollins, C. S. N.
- East Gulf Blockading Squadron, under Flag-Officer McKean, U. S. N., 1862.
- East Gulf Blockading Squadron, under Acting Rear-Admiral Lardner, U. S. N., 1862.
- East Gulf Blockading Squadron, under Acting Rear-Admiral Balley, U. S. N., 1862-1864.
- East Gulf Blockading Squadron, under Captain Greene, U. S. N., 1864.
- East Gulf Blockading Squadron, under Acting Rear-Admiral Stribling, U. S. N., 1864-1865.
- West Gulf Blockading Squadron, under Flag-Officer Farragut, U. S. N., 1862-1863.
 - Mortar Flotilla, under Commander Porter, U. S. N., 1862.
 - Lower Mississippi River Defenses, under Commander J. K. Mitchell, C. S. N., 1862.
 - * Mobile Defenses, under Flag-Officer Randolph, C. S. N.
 - Trans-Mississippi Marine Department, under Major Leon Smith, C. S. A.
- West Gulf Blockading Squadron, under Commodore Bell, U. S. N. (ad interim), 1863.
- West Gulf Blockading Squadron, under Rear-Admiral Farragut, U. S. N., 1864.
 - * Mobile Defenses, under Admiral Buchanan, C. S. N.
- West Gulf Blockading Squadron, under Commodore Palmer, U. S. N., 1864-1865.
- West Gulf Blockading Squadron, under Acting Rear-Admiral Thatcher, U. S. N., 1865.
 - * Mobile Defenses, under Flag-Officer Farrand, C. S. N.

7. Operations on the Western Rivers, 1861-1865.

- Naval Forces on Western Waters, under Commander Rodgers, U. S. N., 1861.
- Naval Forces on Western Waters, under Flag-Officer Foote, U. S. N., 1861-1862.
 - * Mississippi River Defenses, under Flag-Officer Hollins, C. S. N.
- Naval Forces on Western Waters, under Flag-Officer Davis, U. S. N., 1862.
 - * Mississippi River Defense Fleet, under Captain Montgomery, C. S. A.
 - * Mississippi River Defenses, under Commander R. F. Pinkney, C. S. N.
 - * Mississippi River Defenses, under Flag-Officer Lynch, C. S. N.
- Mississippi Squadron, under Rear-Admiral Porter, U. S. N., 1862-1864.
- Mississippi Squadron, under Acting Rear-Admiral Lee, U. S. N., 1864-1865.
 - * Naval Defenses of Red River, Louisiana, under Lieutenant J. H. Carter, C. S. N.

* The Confederate material under this head is very scant. It is therefore hoped that those who have any Confederate naval documents upon the subject will communicate with the Office of Naval War Records, Navy Department, Washington, D. C.

**UNITED STATES VESSELS OF WAR SERVING IN THE WEST GULF BLOCKADING
SQUADRON, JANUARY 1 TO DECEMBER 31, 1864.**

Name.	Rate.	Tonnage.	Class.	Crew.	Guns.
Ajbatross.....	Fourth...	378	Screw steamer.....	95	7
Althea.....	Fourth...	72	do.....	15	1
Antelope.....	Fourth...	173	Side-wheel steamer.....	(*)	6
Antona.....	Fourth...	565	Screw steamer.....	50	4
Arizona.....	Third...	959	Side-wheel steamer.....	82	6
Arkansas.....	Third...	752	Screw steamer.....	75	6
Aroostook.....	Fourth...	507	do.....	83	7
Arthur.....	Fourth...	554	Bark.....	32	6
Augusta Dinsmore.....	Third...	850	Screw steamer.....	66	2
Bienville.....	Second...	1,558	Side-wheel steamer.....	185	11
Bloomer.....	Fourth...	130	Paddle-wheel steamer.....	16	2
Boho.....	Fourth...	196	Brig.....	34	6
Brooklyn.....	Second...	2,070	Screw steamer.....	259	25
Buckthorn.....	Fourth...	128	do.....	22	1
Calhoun.....	Fourth...	508	Side-wheel steamer.....	68	4
Carrabasset.....	Fourth...	202	do.....	45	6
Cayuga.....	Fourth...	507	Screw steamer.....	78	6
Charlotte.....	Fourth...	70	Schooner.....	14	2
Chickasaw.....	Third...	970	Ironclad steamer.....	138	4
Chocura.....	Fourth...	507	Screw steamer.....	80	5
Colorado.....	First...	3,425	do.....	626	50
Commodore †.....	Fourth...	80	Side-wheel steamer.....	(*)	4
Conemaugh.....	Third...	955	do.....	100	10
Constellation.....	Second...	1,425	Ship.....	225	24
Cornubia.....	Fourth...	600	Side-wheel steamer.....	76	3
Corypheus.....	Fourth...	100	Schooner-yacht.....	21	2
Cowslip.....	Fourth...	220	Side-wheel steamer.....	36	3
Elk.....	Fourth...	162	do.....	65	6
Estrella.....	Fourth...	438	do.....	57	.....
Fearnot.....	Fourth...	1,012	Storeship.....	45	6
Fort Gaines ‡.....	Fourth...	80	Side-wheel steamer.....	50	4
Fort Morgan §.....	Fourth...	1,248	Screw steamer.....	82	5
Galeña.....	Third...	738	do.....	139	11
Genesee.....	Third...	803	do.....	113	8
Gertrude.....	Fourth...	350	do.....	68	8
Glasgow.....	Fourth...	252	Side-wheel steamer.....	30	6
Glide.....	Fourth...	232	do.....	45	6
Granite City.....	Fourth...	315	do.....	69	7
Hartford.....	Second...	2,900	Screw steamer.....	302	26
Henry Janes.....	Fourth...	260	Mortar schooner.....	35	3
Hollyhock |.....	Fourth...	300	Side-wheel steamer.....	42	3
Horace Beals.....	Fourth...	296	Barkentine.....	39	3

* No rolls.

† Name changed to Fort Gaines Sept. 1, 1864.

‡ Formerly Commodore.

§ Formerly Admiral.

| Formerly Reliance.

XIV LIST OF UNITED STATES VESSELS OF WAR.

UNITED STATES VESSELS OF WAR SERVING IN THE WEST GULF BLOCKADING SQUADRON, JANUARY 1 TO DECEMBER 31, 1864—Continued.

Name.	Rate.	Tonnage.	Class.	Crew.	Guns.
Ida.....	Fourth..	104	Screw steamer.....	(*)	1
Itasca.....	Fourth..	507	do.....	70	4
J. C. Kuhn.....	Fourth..	888	Bark.....	61	2
Jasmine.....	Fourth..	122	Screw steamer.....	19	2
John Griffith.....	Fourth..	246	Mortar schooner.....	39	3
John P. Jackson.....	Fourth..	787	Side-wheel steamer.....	99	6
Kanawha.....	Fourth..	507	Screw steamer.....	87	4
Katahdin.....	Fourth..	507	do.....	78	7
Kennebec.....	Fourth..	507	do.....	78	4
Kickapoo.....	Fourth..	970	Ironclad steamer.....	123	4
Kineo.....	Fourth..	507	Screw steamer.....	81	4
Kittatinny.....	Fourth..	421	Schooner.....	66	4
Lackawanna.....	Fourth..	295	Screw steamer.....	298	5
Manhattan.....	Fourth..	1,034	Ironclad steamer.....	91	2
Maria A. Wood.....	Fourth..	344	Mortar schooner.....	25	2
Metacomet.....	Third..	974	Side-wheel steamer.....	162	10
Meteor.....	Fourth..	221	do.....	44	6
Milwaukee.....	Fourth..	970	Ironclad steamer.....	127	4
Mobile †.....	Third..	1,275	Side-wheel steamer.....	217	5
Monongahela.....	Second..	1,378	Screw steamer.....	176	12
Narcissus.....	Fourth..	101	do.....	19	2
New London.....	Fourth..	221	do.....	47	5
Nightingale.....	Fourth..	1,066	Ship.....	51	4
Nyanza.....	Fourth..	203	Side-wheel steamer.....	46	6
O. H. Lee.....	Fourth..	199	Mortar schooner.....	37	5
Octorara.....	Third..	829	Side-wheel steamer.....	118	10
Oneida.....	Third..	1,032	Screw steamer.....	166	10
Orvetta.....	Fourth..	171	Mortar schooner.....	43	3
Ossipee.....	Second..	1,240	Screw steamer.....	141	13
Owasco.....	Fourth..	507	do.....	91	4
Pampero.....	Fourth..	1,375	Ship.....	50	4
Pembina.....	Fourth..	507	Screw steamer.....	91	4
Penguin.....	Fourth..	389	do.....	71	7
Penobscot.....	Fourth..	507	do.....	82	4
Pensacola.....	Second..	2,158	do.....	200	23
Phillippi.....	Fourth..	311	Side-wheel steamer.....	41	2
Pink.....	Fourth..	184	Screw steamer.....	29	1
Pinola.....	Fourth..	507	do.....	75	4
Pocahontas.....	Third..	694	do.....	173	6
Port Royal.....	Third..	805	Side-wheel steamer.....	131	8
Portsmouth.....	Third..	989	Ship.....	161	22
Potomac.....	Second..	1,708	do.....	331	34
Princess Royal.....	Third..	828	Screw steamer.....	90	7
Queen.....	Fourth..	630	do.....	83	7
Rachel Seaman.....	Fourth..	303	Mortar schooner.....	13	2
Richmond.....	Second..	1,929	Screw steamer.....	261	22
Rodolph.....	Fourth..	217	Side-wheel steamer.....	60	6
Rose.....	Fourth..	96	Screw steamer.....	19	1
Sam Houston.....	Fourth..	66	Schooner.....	12	1
Sarah Bruen.....	Fourth..	233	Mortar schooner.....	35	8
Sciota.....	Fourth..	507	Screw steamer.....	65	3
Sea Foam.....	Fourth..	251	Brigantine.....	35	3
Sebago.....	Third..	832	Side-wheel steamer.....	148	10
Seminole.....	Third..	801	Screw steamer.....	104	9

* No rolls.

† Formerly U. S. S. Tennessee.

LIST OF UNITED STATES VESSELS OF WAR.

XV

UNITED STATES VESSELS OF WAR SERVING IN THE WEST GULF BLOCKADING SQUADRON, JANUARY 1 TO DECEMBER 31, 1864—Continued.

Name.	Rate.	Tonnage.	Class.	Crew.	Guns.
South Carolina.....	Third.....	1,165	Screw steamer.....	96	8
Stockdale.....	Fourth.....	188	Side-wheel steamer.....	63	6
Tallahatchie.....	Fourth.....	171	.....do.....	51	6
Tecumseh.....	Third.....	1,034	Ironclad steamer.....	85	2
Tennessee*.....	Third.....	1,275	Side-wheel steamer.....	217	5
Tennessee†.....	Third.....	1,273	Ironclad steamer.....	99	6
Tritonia.....	Fourth.....	202	Side-wheel steamer.....	26	1
Vincennes.....	Third.....	700	Ship.....	162	19
Virginia.....	Fourth.....	581	Screw steamer.....	61	7
Wave.....	Fourth.....	229	Side-wheel steamer.....	(‡)	6
Wm. G. Anderson.....	Fourth.....	593	Bark.....	102	7
Winnebago.....	Third.....	970	Ironclad steamer.....	118	4

* Name changed to Mobile.

† Formerly C. S. ironclad ram Tennessee.

‡ No rolls.

CALENDAR.

1864.

JANUARY.							JULY.						
Sun.	M.	T.	W.	T.	F.	Sat.	Sun.	M.	T.	W.	T.	F.	Sat.
					1	2						1	2
3	4	5	6	7	8	9	3	4	5	6	7	8	9
10	11	12	13	14	15	16	10	11	12	13	14	15	16
17	18	19	20	21	22	23	17	18	19	20	21	22	23
24	25	26	27	28	29	30	24	25	26	27	28	29	30
31							31						
FEBRUARY.							AUGUST.						
	1	2	3	4	5	6		1	2	3	4	5	6
7	8	9	10	11	12	13	7	8	9	10	11	12	13
14	15	16	17	18	19	20	14	15	16	17	18	19	20
21	22	23	24	25	26	27	21	22	23	24	25	26	27
28	29						28	29	30	31			
MARCH.							SEPTEMBER.						
		1	2	3	4	5					1	2	3
6	7	8	9	10	11	12	4	5	6	7	8	9	10
13	14	15	16	17	18	19	11	12	13	14	15	16	17
20	21	22	23	24	25	26	18	19	20	21	22	23	24
27	28	29	30	31			25	26	27	28	29	30	
APRIL.							OCTOBER.						
					1	2							1
3	4	5	6	7	8	9	2	3	4	5	6	7	8
10	11	12	13	14	15	16	9	10	11	12	13	14	15
17	18	19	20	21	22	23	16	17	18	19	20	21	22
24	25	26	27	28	29	30	23	24	25	26	27	28	29
							30	31					
MAY.							NOVEMBER.						
1	2	3	4	5	6	7			1	2	3	4	5
8	9	10	11	12	13	14	6	7	8	9	10	11	12
15	16	17	18	19	20	21	13	14	15	16	17	18	19
22	23	24	25	26	27	28	20	21	22	23	24	25	26
29	30	31					27	28	29	30			
JUNE.							DECEMBER.						
			1	2	3	4					1	2	3
5	6	7	8	9	10	11	4	5	6	7	8	9	10
12	13	14	15	16	17	18	11	12	13	14	15	16	17
19	20	21	22	23	24	25	18	19	20	21	22	23	24
26	27	28	29	30			25	26	27	28	29	30	31

WEST GULF BLOCKADING SQUADRON.

FROM JANUARY 1 TO DECEMBER 31, 1864.

WEST GULF BLOCKADING SQUADRON.

FROM JANUARY 1 TO DECEMBER 31, 1864.

Letter from Commodore Thatcher, U. S. Navy, to Captain Jenkins, U. S. Navy, referring to the chase of a blockade runner.

U. S. S. COLORADO, January, 1, 1864.

MY DEAR CAPTAIN: I have scratched off hurriedly a copy of the letter which I have written to go with yours. I trust it may have the desired effect and that either the *Hartford* or *Brooklyn* may take your place on their arrival.

The admiral would find the *Richmond* as good as any other for the defense of New Orleans, and as far as I can learn either of the others are steady compared with the *Richmond*.

I well knew that you could do little or nothing the other night at chasing. At no time was the runner in sight of this ship, but the *Richmond* was, we think, close upon his heels and the *Gertrude* directly after him. Neither have yet returned. They must have had a long chase, and we can ill spare them so long. They are now, 9 p. m., forty-eight hours absent. Thirty pair of good eyes failed to discover the out-running craft. She frequently changed her course, after giving us a good berth, as we saw by the *Richmond's* movements. I hope your picket boat got alongside safely. The *Gertrude* undertook to tow them in. My boat returned, crew all wet with spray.

I am, very truly,

H. K. THATCHER.

Captain JENKINS, etc.

P. S.—Acting Master Hanrahan, commanding my pilot boat, reports as follows:

We were both in tow of the *Gertrude* and had proceeded about a mile when one of the crew told me that the *Richmond's* boat had cast off her towline to pick up her rudder without giving any notice to the steamer or the *Colorado's* boat that she intended to cast off; but as soon as Mr. Hanrahan discovered that she had cast off he notified the *Gertrude*, when Captain Wade stopped, but could see nothing of her. He then turned the steamer and cruised some time in pursuit. Not finding her he came to this ship and hailed, asking if the *Richmond's* boat was here or if we had seen her.

I then recalled our boat and ordered Captain Wade to go in pursuit of your boat and to speak the *Richmond*.

H. K. THATCHER.

Captain JENKINS.

Report of Rear-Admiral Farragut, U. S. Navy, regarding his expected departure for the South.

ASTOR HOUSE, NEW YORK,
Saturday, January 2, 1864.

SIR: I have the honor to acknowledge the receipt of your communication of the 30th ultimo, at 9:20 a. m., respecting the forces under Admiral Buchanan at Mobile, and in reply I have to state that I went over to the yard and found that Admiral Paulding had given orders for the transfer of the men from the *Niagara*, and I hope to get to sea by to-morrow evening.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy, Washington City, D. C.

Report of Commodore Bell, U. S. Navy, regarding the arrival of the U. S. S. Itasca at New Orleans.

U. S. S. PENSACOLA,
New Orleans, January 2, 1864.

SIR: I have the honor to report to the Department the arrival at this place of the U. S. gunboat *Itasca*, on the 31st day of December.

Very respectfully, your obedient servant,

H. H. BELL,
Commodore, Comdg. West Gulf Blockading Squadron pro tem.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, forwarding information regarding the Confederate ram Tennessee.

NAVY DEPARTMENT, January 3, 1864.

SIR: I transmit herewith a copy of a dispatch, dated the 30th instant [ultimo], received from Major-General Hurlbut, at Memphis, in relation to the rebel steamer *Tennessee* at Mobile. She is represented to be a ram more formidable than the *Merrimack*.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. G. FARRAGUT, U. S. Navy,
New York.

[Enclosure—Telegram.]

MEMPHIS, TENN., December 30, 1863—4:30 p. m.
(Received 7 p. m., January 2, 1864.)

The *Tennessee* at Mobile will be ready for sea in twenty days. She is a dangerous craft. Buchanan thinks more so than the *Merrimack*.

She is a ram, makes 8 knots, armed with 10-inch columbiads, and has heavy Blakely guns.

This news just received.

S. A. HURLBUT,

Major-General, Commanding Sixteenth Army Corps.

HON. GIDEON WELLES,

Secretary of Navy.

Order of the Secretary of the Navy to Acting Volunteer Lieutenant Smith, U. S. Navy, commanding U. S. S. Bermuda, to proceed on supply trip to the West Gulf Squadron.

NAVY DEPARTMENT, *January 4, 1864.*

SIR: On the 5th instant, or as soon thereafter as the arrival of the Department's mail for the squadrons, proceed with the U. S. S. *Bermuda* on another supply trip to the Western Gulf Blockading Squadron.

Touch at Port Royal and Key West on your outward trip, and land passengers, mails, etc.; also at those places on your return trip to receive mails, passengers, etc. You will also touch at Hampton Roads on your return trip, and after forwarding from that point your mails and communicating with Acting Rear-Admiral Lee, as usual, continue your course to Philadelphia.

Very respectfully, etc.

GIDEON WELLES,

Secretary of Navy.

Acting Volunteer Lieutenant J. W. SMITH,
Commanding U. S. S. Bermuda, Philadelphia.

Instructions from Commodore Thatcher, U. S. Navy, to Captain Jenkins, U. S. Navy, upon transferring the command of the Mobile blockade.

U. S. STEAM FRIGATE COLORADO,

Off Mobile Bay, January 4, 1864.

SIR: The following is an extract from a letter received from Commodore H. H. Bell, commanding the West Gulf Blockading Squadron pro tem: "Turn over the command of the blockade of Mobile Bay and the adjacent waters to Captain Thornton A. Jenkins, of U. S. S. *Richmond*, together with all the orders pertaining to the blockade, and proceed to the South West Pass, Mississippi River," etc.

The blockade now consists, in addition to your own ship, of the *Port Royal*, Lieutenant-Commander George U. Morris; the *Octorara*, Lieutenant-Commander W. W. Low; the *Genesee*, Lieutenant-Commander E. C. Grafton; the *Kennebec*, Lieutenant-Commander William P. McCann; the *Pinola*, Lieutenant-Commander [O. F.] Stanton; the *Gertrude*, Acting Master Commanding H. C. Wade; the *Albatross*, Acting Volunteer Lieutenant Commanding T. B. DuBois, and the *Penguin*, Lieutenant-Commander J. R. Beers. The latter vessel has been ordered to cruise for fifteen days between the longitudes 87° and 88° W. and the latitudes 27° 30' N., for the purpose of intercepting vessels bound in or out, at the end of which time to go to Pensacola for

coal, and then to report here for further orders, when she is to be relieved by the *Albatross*, to cruise until her coal is exhausted, and then to proceed for coal as the *Penguin*, alternating in this important service until this squadron is sufficiently strong to admit of both of these vessels being sent on this service.

The *Onerida* and *Lackawanna* belong to this blockade, but are now under repairs at New Orleans, and the former may be expected to report here in three weeks for duty.

The gunboat *Itasca* is to be sent here also, having reached New Orleans from the North.

A copy of the order for night picket service is herewith enclosed for your information.

You are already aware of the station assigned to the various vessels employed here. The Mississippi Sound cruisers are the *J. P. Jackson* and *Calhoun*, with the *Vincennes* at Ship Island. Their respective commanders are Acting Volunteer Lieutenant Pennington, Lieutenant-Commanders Greene and Bigelow.

I have directed the gunboats going and returning from Pensacola to run along the coast, closely scrutinizing the waters at the entrance of the Perdido.

The only papers relative to this blockade in my possession are herewith enclosed.

I am, sir, very respectfully, your obedient servant,

H. K. THATCHER,
Commodore.

Captain THORNTON A. JENKINS,
Commanding U. S. S. *Richmond*, off *Mobile Bay*.

Correspondence with commanding officer of H. B. M. S. Virago regarding communication with the British consul at Mobile, January 4 to February 2, 1864.

Order of Commodore Thatcher, U. S. Navy, to Captain Jenkins, U. S. Navy.

U. S. STEAM FRIGATE COLORADO,
Off *Mobile Bay*, January 5, 1864.

SIR: Last evening H. B. M. S. *Virago* arrived and anchored near this ship, and her commander, W. G. H. Johnstone, called upon me, presenting an official letter on her Majesty's service, stating that he had been instructed by Admiral Milne, commanding her Britannic Majesty's forces, North America and West Indies, to deliver certain dispatches from the foreign office to her Britannic Majesty's consul at Mobile in person, or through a suitable officer of his ship, and saying to me that he must either go himself or send his second lieutenant (his first being under arrest). He left it to me to point out to him in what manner he could execute his trust, and I suggested that he could either go in with one of our gunboats with a rowboat and her crew, under a flag, and embark for Mobile in a Confederate steamer, or send for his consul to come down the bay, which proposal was entirely satisfactory to him. As I may not remain here to see this officer returned to his ship, I have herewith enclosed a copy of my orders to Lieutenant-Commander McCann, of the *Kennebec*, for your information, and will

thank you to have the latter part carried into effect, should I be absent with this ship at the time of this officer's return.

I am, sir, very respectfully, your obedient servant,

H. K. THATCHER,
Commodore.

Captain T. A. JENKINS,
Commanding U. S. S. *Richmond*, off Mobile Bay.

Report of Commodore Thatcher, U. S. Navy.

U. S. STEAM FRIGATE COLORADO,
Off Mobile Bay, January 7, 1864.

COMMODORE: Herewith I enclose correspondence with Commander William G. H. Johnstone, commanding H. B. M. S. *Virago*, which vessel arrived here on the evening of the 4th instant, in relation to his application to me to deliver dispatches to her Britannic Majesty's consul at Mobile from the British foreign office. Also instructions to Lieutenant-Commander William W. Low, commanding U. S. gunboat *Octorara*, relative to conducting a flag of truce between that vessel and the Confederates.

Although the *Virago* arrived on the 4th instant, the state of the weather has been such as to render all communication with the shore difficult, if not impracticable; indeed, the state of the weather has prevented my visiting the *Virago* until to-day, but I propose permitting a communication with Fort Morgan through a flag of truce at the earliest moment the weather will allow.

The same reasons have operated to prevent my departure in this ship for the South West Pass.

I am, sir, very respectfully, your obedient servant,

H. K. THATCHER,
Commodore.

Commodore H. H. BELL,
Commanding Western Gulf Blockading Squadron, New Orleans.

Report of Captain Jenkins, U. S. Navy.

U. S. STEAM SLOOP RICHMOND,
Blockade off Mobile, January 12, 1864.

SIR: I transmit herewith for your information copy of a letter from Commander Johnstone, commanding H. B. M. S. *Virago*, now off this place, and copy of my reply to that communication.

The *Octorara* was sent inside of the bar on the forenoon of the 10th, in compliance with previous arrangement by Commodore Thatcher, but the boat did not make its appearance, and three shots having been fired at the *Octorara* from Fort Morgan I made signal of recall.

The boat may be expected when the weather becomes better. The presence of foreign vessels of war off a blockaded port is necessarily embarrassing at all times, but especially so when detained a long time.

Foreign vessels of war having been permitted to go into the harbor of Charleston, the restrictions here place the commanding officer in an unpleasant, if not a false, position.

I would be pleased if this subject were brought to the notice of the Department, with the view to the issuance of specific and positive instructions in regard to communicating with the enemy.

It is important, too, in my judgment, that foreign vessels of war, when in sight of a blockaded port or place, should be required to mask their lights at night. Restrictions of this sort, however, belong more properly to the treaty-making powers than to naval officers, unless in cases of great urgency.

You will, no doubt, recall to mind the difficulties at this place last year (at about this time), growing out of the arrival and stay of H. B. M. S. *Vesuvius*, which resulted in the issuing of a general order by Vice-Admiral Sir Alexander Milne, commanding the North America and West India Station, on the subject of flags of truce, etc.

I am, very respectfully,

THORNTON A. JENKINS,
Captain and Senior Officer Present.

Commodore H. H. BELL, U. S. Navy,
Commanding Western Gulf Blockading Squadron, New Orleans.

Report of Commodore Bell, U. S. Navy, transmitting correspondence.

U. S. STEAM SLOOP PENSACOLA,
Off New Orleans, La., January 16, 1864.

SIR: I have the honor to enclose herewith copies of correspondence between Commodore Henry K. Thatcher and Commander Johnstone, of H. B. M. S. *Virago*, in reference to communicating with her Britannic Majesty's consul at Mobile.

I have the honor to be, your obedient servant,

H. H. BELL,
Commodore, Comdg. Western Gulf Blockading Squadron pro tem.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Endorsements.]

Calls them "Confederates," and recognizes the act of Jeff. Davis in suspending the consuls. F[OX].

We do not admit the legitimacy of the so-called Confederate Government, and the use of their assumed titles should not take place with foreign officials. W[ELLES].

[Enclosures.]

H. B. M. S. VIRAGO,
Off Mobile, January 4, 1864.

SIR: In compliance with directions received from Vice-Admiral Sir Alexander Milne, K. C. B., commander in chief, I have the honor to request that you will be pleased to grant me permission to communicate [with] her Britannic Majesty's consul at Mobile and to deliver to him the dispatches I am the bearer of, from the commander in chief (foreign office).

I have the honor to be, sir, your obedient servant,

W. G. H. JOHNSTONE, *Commander.*

The SENIOR NAVAL OFFICER,
Commanding the United States Vessels off Mobile.

U. S. S. COLORADO,
Off Mobile Bay, January 5, 1864.

SIR: With every desire to extend all courtesy to the friendly Government which you represent, I have the honor to inform you that since our conversation (soon after your arrival in this roadstead last evening) in relation to delivering dispatches to her Britannic Majesty's consul at Mobile, it has occurred to me that I have seen a statement that her Majesty's consuls within the limits of the Confederate States had been deprived of their official functions by the Confederate Executive. Subsequently, in a conversation with an intelligent gentleman of Mobile (now a prisoner of war), I have been informed that he is personally acquainted with the late British consul at Richmond, Va., but who now resides at Mobile, and that this gentleman disclaims holding that office or any other position than that of a private citizen since the decree of the Confederate Government named in the foregoing. I can not assert, nor can I believe, that my information is correct on this subject, but am disposed to believe that I have been misinformed, particularly on referring to the following quotation from your letter of last evening, requesting permission to communicate with her Britannic Majesty's consul at Mobile and to deliver him the dispatches you are the bearer of from the commander in chief (foreign office).

I respectfully request that you will be pleased to give me any information which you may possess in relation to this subject, that I may be enabled to perform my duty satisfactorily to my Government.

I have the honor to be, sir, very respectfully,

H. K. THATCHER,
Commodore.

Commander W. G. H. JOHNSTONE,
Commanding H. B. M. Steam Sloop Virago.

H. B. M. S. VIRAGO,
Off Mobile Bay, January 7, 1864.

SIR: I have the honor to acknowledge the receipt of your communication of the 5th instant, and beg to inform you that I am ignorant of the statements which have been made to you respecting her Britannic Majesty's consuls having been deprived of their official functions by the Confederate Executive.

The dispatches with which I am intrusted are directed "F. J. Cridland, esq., her Britannic Majesty's acting consul at Mobile," and left the foreign office on the 17th October, 1863. I have therefore no doubt that this gentleman is still acting as such, and would beg that I may be permitted to carry out my instructions.

I would observe that if on communicating with Mobile it should be found that the functions of her Majesty's consuls have been suspended that the dispatches will be retained.

I have the honor to be, sir, your obedient servant,

W. G. H. JOHNSTONE,
Commander.

U. S. S. COLORADO,
Off Mobile Bay, January 7, 1864.

SIR: You will please take in tow a rowboat, with four men as her crew and an officer from H. B. M. S. *Virago*, under a flag of truce, to

a point inside or to the north of Sand Island, and if this flag is responded to by the Confederate authorities you will permit the British officer to telegraph to her Britannic Majesty's consul at Mobile to come down to the fort (Morgan) to receive dispatches from the British foreign office which are addressed to him.

Should the British officer be detained for a reply, you will be authorized to receive him with his boat's crew on board your vessel until the consul shall have arrived from Mobile, which will be made known to you through a flag of truce from the bay.

You will not permit the Confederate vessel to pass outside of you under any consideration.

The English officer must wear his proper uniform.

I am, sir, very respectfully, your obedient servant,

H. K. THATCHER,
Commodore.

Lieutenant-Commander Wm. W. LOW,
Commanding U. S. Gunboat Octorara.

H. B. M. S. VIRAGO,
Off Mobile Bay, January 11, 1864.

SIR: I have the honor to inform you (that with your permission), should the boat belonging to this ship not return by noon to-day, that it is my wish to proceed in off the bar in her Majesty's steam sloop under my command and send a boat in to ascertain what has become of her, as by the instructions given to the officer he should have returned to the ship before this.

I have the honor to be, sir, your obedient servant,

W. G. H. JOHNSTONE,
Commander.

The SENIOR OFFICER,
Commanding U. S. Squadron off Mobile.

U. S. S. RICHMOND,
Off Mobile Bar, January 11, 1864—8 a. m.

SIR: I have had the honor this moment to receive your letter informing me that with my permission, should the boat belonging to your ship not return by noon to-day, that it is your wish to proceed in off the bar in her Majesty's steam sloop under your command and send in a boat to ascertain what has become of her.

In reply I beg to say that under my instructions, and in accordance with the practice hitherto in such cases on this blockade, I would not be justified in consenting to allow her Majesty's steam sloop under your command to pass inside of the line of the blockade represented by this ship.

It will afford me pleasure to carry out to the best of my ability the arrangement entered into by yourself with Commodore Thatcher, and shall continue to keep one of the gunboats on the lookout for the approach of your boat from Fort Morgan to take her in tow when near enough to our lines to do so.

In the meantime, in case your boat does not return and you still wish to communicate again, I will gladly send one of the vessels under

my command under a flag of truce with one of your boats in tow over the bar to await a reply from Fort Morgan.

I have the honor to be, sir, your most obedient servant,

THORNTON A. JENKINS,
Captain and Senior Officer off Mobile.

Commander W. G. H. JOHNSTONE,
Commanding H. B. M. S. Virago, off Mobile Bar.

H. B. M. S. VIRAGO,
Off Mobile Bay, January 12, 1864.

SIR: I consider it my duty to thank you officially for your cordial cooperation in assisting me to carry out my instructions from the commander in chief, as well as the civility and attention I have received at your hands during the time this ship has been at anchor off Mobile Bar.

I have the honor to be, sir, your obedient servant,

W. G. H. JOHNSTONE,
Commander.

Captain T. A. JENKINS,
*Senior Naval Officer, Commanding
U. S. Squadron off Mobile Bay.*

Letter from the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy.

NAVY DEPARTMENT, *February 2, 1864.*

SIR: Commodore Bell has forwarded to the Department, under date of the 16th ultimo, copies of correspondence between Commodore Thatcher and Commander Johnstone, of H. B. M. S. *Virago*, in reference to communicating with the British consul at Mobile.

It is observed that Commodore Thatcher in his letter to Commander Johnstone uses such expressions as "the Confederate States," the "Confederate Executive," and "Confederate Government."

We do not admit the legitimacy of the so-called Confederate Government, and the use of these assumed titles should not take place with foreign officials. Such terms as "the rebel" or "the insurgent" Government would be better.

In these remarks it is not intended to intimate that in the necessary intercourse with the rebels themselves there should be any want of personal courtesy or any refusal to recognize their claims to titles in necessary official interviews.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. G. FARRAGUT,
Comdg. Western Gulf Blockading Squadron, New Orleans.

Report of Rear-Admiral Farragut, U. S. Navy, acknowledging information regarding the Confederate ram Tennessee.

U. S. FLAGSHIP HARTFORD,
Brooklyn Navy Yard, January 5, 1864.

SIR: I have the honor to acknowledge the receipt of your communication of January 3, enclosing the copy of a dispatch from Major-General Hurlbut, commanding Sixteenth Army Corps, in relation to the ram *Tennessee*. We have been detained two days in making the transfer of men from the *Niagara*. It is now snowing very heavily, but we will go to sea the moment the pilot will take us out, and the Department may be assured that Commodore Bell and the officers off Mobile are fully aware of everything that is going on in Mobile Bay. How far we may be able to contend with the *Tennessee* time will have to show, but I believe that Commodore Thatcher will do his duty. I have a good report of him.

I hope to be there, however, before the issue is made. They have my orders as to the manner of attack with the enemy.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy.

Instructions from Commodore Bell, U. S. Navy, to Captain Jenkins, U. S. Navy, regarding the Mobile blockade.

U. S. S. PENSACOLA,
Off New Orleans, La., January 5, 1864.

SIR: The *Itasca*; Lieutenant-Commander George Brown, is sent to join the blockading force off Mobile Bar.

I would suggest the propriety of keeping the vessels on blockade constantly underway in foggy weather to avoid surprise from the enemy inside. This would render necessary some well-arranged signals to avoid accidents among your own vessels.

You will please manage about coaling in such a manner that two vessels on blockade will never run short at the same time. Two coal vessels have been at Ship Island for a long time at heavy expense; yet it is necessary that one shall be there all the time with coals for the vessels in the sound.

You will please give me timely notice for sending thither more coals in anticipation.

Please forward to the navy yard, Pensacola, by the first opportunity, the mails which are on board of the *Itasca* for that station.

Very respectfully,

H. H. BELL,
Commodore, Comdg. Western Gulf Blockading Squadron pro tem.

Captain THORNTON A. JENKINS,
U. S. S. Sloop *Richmond*, Comdg. Blockading Forces
Off Mobile Bar.

Order of Commodore Bell, U. S. Navy, to Lieutenant-Commander Brown, U. S. Navy, commanding U. S. S. Itasca, to proceed to duty on the Mobile blockade.

U. S. S. PENSACOLA,
Off New Orleans, January 5, 1864.

SIR: As soon as the *Itasca* is ready for sea proceed to Mobile Bar and report to Captain T. A. Jenkins, U. S. S. *Richmond*, commanding the blockade there, for duty.

You will please touch at Ship Island and place the officers of the *Port Royal* on board the *Vincennes*, to be forwarded to that vessel in the sound near Grant's Pass.

I am, very respectfully,

H. H. BELL,
Commodore, Comdg. Western Gulf Blockading Squadron pro tem.
Lieutenant-Commander GEORGE BROWN,
Commanding U. S. Gunboat *Itasca*, New Orleans.

Letter from Commodore Bell, U. S. Navy, to Major-General Banks, U. S. Army, requesting that the steamer Alabama be turned over to the Navy.

U. S. S. PENSACOLA,
Off New Orleans, January 5, 1864.

GENERAL: The enclosed papers will acquaint you with the circumstances under which the steamer *Alabama* passed into the service of the Army.

Having pressing necessities for vessels of her draft in this squadron, I would request that she be turned over to me, according to the original understanding.

I have the honor to be, very respectfully, your obedient servant,

H. H. BELL,
Commodore, Commanding Western Gulf Blockading Squadron.
Major-General NATHANIEL P. BANKS,
Commander in Chief, Department of the Gulf, New Orleans.

Order of the Secretary of the Navy to Commodore Bell, U. S. Navy, to send Acting Ensign Chapman, U. S. Navy, to Liverpool as witness in the case of Confederate rams built in England.

NAVY DEPARTMENT, January 5, 1864.

SIR: You will detach Acting Ensign George T. Chapman from the U. S. S. *Lackawanna* and order him to proceed by the earliest conveyance to Liverpool, England, and report to Mr. Thomas H. Dudley, the U. S. consul at that port. Should there be no conveyance from New Orleans, he will proceed immediately to New York and take the steamer thence. Mr. Dudley requests that he be sent with the least delay, as he is a material witness in the case of the rams built in England for the rebel Government. You will also direct him, on the com-

pletion of his duty in England, to return to the United States and report by letter to this Department.

You are authorized to advance him three months' pay, if required.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Commodore H. H. BELL,
*Comdg. (pro tem.) Western Gulf Blockading Squadron,
New Orleans, La.*

*Report of Rear-Admiral Farragut, U. S. Navy, regarding his departure
in the U. S. S. Hartford.*

U. S. FLAGSHIP HARTFORD,
Off Sandy Hook, January 5, 1864.

SIR: I have the honor to report this vessel off Sandy Hook on her way to her station.

We left the navy yard at 1 p. m. in a snowstorm.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy.

*Letter from Commodore Bell, U. S. Navy, to Rear-Admiral Porter, U. S.
Navy, regarding light-draft vessels for the Texas blockade.*

U. S. S. PENSACOLA,
Off New Orleans, January 6, 1864.

ADMIRAL: The tinclads *Nyanza* and *Stockdale* reported to me on the 3d instant, and their pilots were next day detached and ordered to proceed to Cairo; the master's mates and crews will be forwarded without delay to the *Essex* for transportation to Cairo.

I regret you can not spare the crew and officers, for neither can be obtained here, especially assistant engineers, without crippling other vessels. Light-draft vessels of 3 or 4 feet are wanted for Texan waters; if you could supply a half dozen such, staunch enough in top hamper, boiler, chimney, hog braces, and wheels to stand a moderate sea in running down the coast to their destinations, you would do good public service.

The class of vessels can not be obtained here, while the upper waters within your command abound with them.

I have the honor to be, very respectfully, your obedient servant,

H. H. BELL,
Commodore, Commanding West Gulf Blockading Squadron.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Fleet.

Reports of Commodore Thatcher, U. S. Navy, regarding the capture of Confederate schooner John Scott.

U. S. STEAM FRIGATE COLORADO,
Off Mobile Bay, January 8, 1864.

SIR: Herewith I forward the report of Lieutenant-Commander William P. McCann, commanding U. S. gunboat *Kennebec*, of the capture of Confederate schooner *John Scott*, from Mobile for Havana, with cargo of cotton and turpentine:

At 1:30 a. m., while at anchor in main ship channel, I discovered a small boat drifting out to sea. The cable was slipped and the boat picked up with a Mobile pilot named William Norval, from whom I learned that he had piloted out the Swash Channel the evening previous the rebel blockade runner *John Scott*. I immediately steamed to the southward and eastward and about 8 a. m. discovered a sail to the southward and gave chase and fired a shot to heave her to. She did not hoist her colors, but commenced throwing overboard part of her deck load of cotton and hauled by the wind to the southward and westward. On coming within range I opened fire, and at the tenth shot she rounded to and was boarded and proved to be the rebel schooner *John Scott*, bound from Mobile to Havana with cotton and turpentine, and the same vessel the pilot Scott [Norval] had brought out of Mobile Bay the evening previous. The papers found on board proved her to be a rebel. I at once transferred the master and five other persons to this vessel as prisoners, took her in tow, and returned to this squadron. I have transmitted all the papers and writings found on board to the U. S. district judge at the port of New Orleans. This vessel is an American-built pilot boat, built at Newburgh, N. Y., and her foreign name was *Victoria*. The only colors found on board were an English and a Confederate flag. There was no other vessel in sight at the time of the capture, which was in latitude 29° 28', longitude 89° 48'. I transmit herewith a list of officers and men attached to this vessel entitled to share in the prize to the U. S. district judge.

The following is a list of persons found on board the *J. Scott*, viz: William Brown, captain, Liverpool; John Mahony, sailor, England; Charles Johnson, sailor, Sweden; N. A. Bowford, sailor, Nassau, New Providence; Alexander Sabio, sailor, Italy; S. D. Hancock, cook, Liverpool.

Very respectfully, your obedient servant,

H. K. THATCHER,
Commodore.

Commodore H. H. BELL,

Commanding Western Gulf Blockading Squadron, New Orleans.

U. S. STEAM FRIGATE COLORADO,
Off Mobile Bay, January 8, 1864.

COMMODORE: I deem the information communicated to me by Lieutenant-Commander McCann of sufficient importance to make it the subject of an especial letter. This William Norval, the pilot who brought out the prize schooner *John Scott*, now a prisoner, is sent to New Orleans to be delivered to your orders with the crew of the prize. He is the man who piloted out all the blockade runners, according to his own confession, and therefore a very important personage to the rebels, and had he been able to return to Mobile would doubtless have been employed by that Government to pilot their armed vessels should they conclude to make a raid upon this squadron, and you will perceive the importance of retaining this prisoner in security. From all

accounts Mobile pilots are now very much reduced in numbers and difficult to be procured.

I am, sir, very respectfully, your obedient servant,
 H. K. THATCHER,
Commodore.

Commodore H. H. BELL,
Commanding Western Gulf Blockading Squadron.

Order of Commodore Bell, U. S. Navy, to Captain Jenkins, U. S. Navy, regarding the Department's order in reference to enlisted men.

U. S. S. PENSACOLA,
Off New Orleans, La., January 7, 1864.

SIR: The following extract from the honorable Secretary of the Navy is for the information of commanding officers of vessels on blockade, under your command:

You are authorized by law to retain men whose terms of enlistment are out, whenever their services may be required, and you will issue no discharges except by order of the Department.

Very respectfully,

H. H. BELL,
Commodore, Comdg. West Gulf Blockading Squadron pro tem.
 Captain THORNTON A. JENKINS,
Commanding Blockading Forces off Mobile Bar.

Letter from the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, forwarding consular information.

NAVY DEPARTMENT, *January 8, 1864.*

SIR: I consider it proper to communicate the following extracts from consular dispatches received by the Secretary of State and referred to this Department for your information:

From consul at Quebec, under date of December 26, 1863. In referring to rebel desperadoes mentioned in a previous dispatch he says:

Letters have been received here from them by their friends now sojourning in Quebec, who are in full sympathy with the rebellion, in which they say that they have concluded not to enter the South by the way of Wilmington, N. C., from Nassau, New Providence, but they intend to run the blockade at the port of Mobile, Ala.

From consul at Bermuda, under date of December 22, 1863:

There is at these islands at the present time a large number of desperate men from the Southern States, some fifty having arrived from Halifax last week, one of which, report says, is John H. Morgan. About one hundred have been here for some time; their board is paid by Confederate agents. Some piratical scheme is evidently contemplated by them.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron, New Orleans.

Letter from the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, forwarding information regarding Confederate movements at Mobile.

NAVY DEPARTMENT, *January 8, 1864.*

SIR: I transmit herewith a copy of a dispatch from Rear-Admiral Porter, dated the 29th ultimo, with a copy of the letter* that accompanied it, giving information in regard to the movements of the rebels at Mobile.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. G. FARRAGUT,
Commanding Western Gulf Squadron, New Orleans.

Order of Commodore Bell, U. S. Navy, to Acting Ensign Lowrie, U. S. Navy, commanding U. S. S. Stockdale, for the transfer of officers and men for transportation to Cairo, Ill.

U. S. S. PENSACOLA,
Off New Orleans, La., January 8, 1864.

SIR: You will transfer all the officers and crew of the U. S. S. *Stockdale*, under your command, except yourself, the engineer, and paymaster, to the U. S. S. No. 21, of the river fleet, for transportation to Cairo. Paymaster's steward is also excepted.

Very respectfully,

H. H. BELL,
Commodore, Comdg. Western Gulf Blockdg. Squadron pro tem.

Acting Ensign LOWRIE,
Commanding U. S. S. Stockdale, New Orleans.

[Order of same date and like tenor to Acting Ensign James Wilson, U. S. Navy, commanding U. S. S. *Nyanza*.]

Letter from Commodore Bell, U. S. Navy, to Rear-Admiral Porter, U. S. Navy, regarding the transfer of certain officers and men to Cairo, Ill.

U. S. S. PENSACOLA,
Off New Orleans, La., January 8, 1864.

SIR: I have ordered the crew and officers of the gunboats *Nyanza* and *Stockdale* to be transferred to gunboat No. 21 for transportation to Cairo, their commanders, engineers, paymasters, and paymaster's stewards being excepted. The stewards being attachés of the paymasters I consider them as coming under the head of those who were to remain by the vessel, as designated by yourself.

I have the honor to be, very respectfully, your obedient servant,

H. H. BELL,
Commodore, Commanding Western Gulf Blockading Squadron.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Fleet, Cairo, Ill.

* See vol. 20, p. 727.

Report of Commodore Bell, U. S. Navy, regarding the transfer from Rear-Admiral Porter's command of the two tinclads, Nyanza and Stockdale.

U. S. STEAM SLOOP PENSACOLA,
Off New Orleans, La., January 8, 1864.

SIR: I have the honor to inform the Department that the *Nyanza* and *Stockdale*, two tinclad, stern-wheel river boats, were received here on the 3d instant from Rear-Admiral David D. Porter, the admiral requesting all the officers and crew, except their commanders, chief engineers, and paymasters, to be sent back to Cairo.

These vessels, although well calculated for bayou service, are too frail and insufficiently braced to be trusted in a sea for five minutes (if it should be desirable to pass them by sea into adjacent bayous) without first receiving considerable additional expense. Even then the sea should be smooth.

I have the honor to be, your obedient servant,

H. H. BELL,

Commodore, Comdg. West Gulf Blockading Squadron pro tem.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

Report of Commodore Bell, U. S. Navy, naming the officers appointed to command the U. S. gunboats Nyanza and Stockdale.

U. S. S. PENSACOLA,
New Orleans, January 8, 1864.

SIR: I have the honor to inform the Department that I have ordered Acting Master Thomas Edwards to the command of the U. S. gunboat *Stockdale* and Acting Master S. B. Washburn to the command of the U. S. gunboat *Nyanza*, the former from the *Oneida*, the latter from the *Pensacola*.

Very respectfully, your obedient servant,

H. H. BELL,

Commodore, Comdg. West Gulf Blockading Squadron pro tem.

HON. GIDEON WELLES,

Secretary of the Navy.

Letter from Commodore Bell, U. S. Navy, to Commander Townsend, U. S. Navy, commanding U. S. S. Essex, regarding the return to Cairo, Ill., of the officers and crews of the tinclads.

U. S. S. PENSACOLA,
Off New Orleans, La., January 9, 1864.

SIR: Rear-Admiral Porter, in transferring gunboats *Nyanza* and *Stockdale* to the Gulf fleet, requested that their officers and crews should be returned to Cairo by sending them to the *Essex* and thence by the divisional commanders of the river fleet.

I have in compliance therewith put the master's mates and crews of said gunboats on board of the *No. 21*, to be returned to Cairo by yourself in your own way.

Very respectfully,

H. H. BELL,

Commodore, Comdg. Western Gulf Blockading Squadron pro tem.

Commander ROBERT TOWNSEND,

Commanding U. S. gunboat Essex, off Donaldsonville, La.

Report of Commodore Bell, U. S. Navy, regarding the sending North of the U. S. S. Colorado.

U. S. STEAM SLOOP PENSACOLA,
Off New Orleans, La., January 9, 1864.

SIR: The *Colorado* has been ordered to the South West Pass to render her transfers of men, in lieu of those of expired enlistments, on board of ships in this port. She will be dispatched to the North as soon as this is effected.

I have the honor to be, sir, very respectfully, your obedient servant,

H. H. BELL,

Commodore, Comdg. West Gulf Blockading Squadron pro tem.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

Report of Commodore Bell, U. S. Navy, regarding the arrival at New Orleans of the U. S. S. Queen.

U. S. S. PENSACOLA,
New Orleans, January 9, 1864.

SIR: I have the honor to report the arrival at this port of the U. S. S. *Queen*.

I have discharged her ordnance stores and shall place her on blockade on the coast of Texas.

Very respectfully,

H. H. BELL,

Commodore, Comdg. West Gulf Blockading Squadron pro tem.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Endorsements.]

Copy of Bureau's order of December 1, 1863, to Commodore Montgomery, in reference to the *Queen*:

SIR: As soon as the *Queen* is loaded and ready for sea you will please direct her to proceed with all dispatch to New Orleans, via Fortress Monroe and Port-Royal, S. C., delivering the ordnance stores consigned to those places.

Unless otherwise directed by the officer commanding the West Gulf Blockading Squadron, the *Queen* will return to New York immediately after discharging her freight at New Orleans.

I am, sir, etc.,

R. AULICK,
Assistant Chief of Bureau.

P. S.—Any freight for Pensacola is to be landed at New Orleans.

R. A.

BUREAU OF ORDNANCE, *January 23, 1864.*

The Bureau would like very much to have the *Queen* transferred back as an ordnance transport if the exigencies of the service will permit.

H. A. WISE,
Chief of Bureau.

Report of Captain Jenkins, U. S. Navy, regarding the escape of a steamer off Mobile.

U. S. S. RICHMOND,
Off Mobile Bar, January 10, 1864.

SIR: A walking-beam side-wheel steamer ran ashore yesterday morning under Fort Morgan and remained there during the day in spite of our efforts to destroy her. She was gotten off during the night while under the fire of two of the gunboats.

I am, very respectfully,

THORNTON A. JENKINS,
Captain and Senior Officer Present.

Commodore H. H. BELL, U. S. Navy,
Comdg. West Gulf Blockading Squadron pro tem., New Orleans.

Abstract log of the U. S. S. Gertrude, Acting Master Wade, U. S. Navy, commanding.

January 9, 1864.—Off Mobile. At 9 a. m. got underway and ran down to the flagship. At 10 captain went on board the *Richmond*. Returned on board with orders to restore Acting Third Assistant Engineer Phillip Ketler to duty; at same time started ahead and ran in toward the fort. Fleet commenced firing on a rebel steamer aground on the bar. At 11:30 a. m. fired three shots at the rebel steamer. At 7 p. m. came to anchor off Pelican Channel. At 8 p. m. heard heavy firing to the eastward.

January 10.—At meridian the *Octorara* steamed up the Main Ship Channel under a flag of truce toward Fort Morgan. At 12:40 fort fired three shots at her, hauled down flag of truce, and returned to the fleet.

January 12.—At 8:45 p. m. saw a blockade steamer running out Ship Channel. Slipped our chain and gave chase and called all hands

to quarters. Burned No. 2 Coston signal. At 9 burned No. 3 Coston and rocket.

January 13.—At 5:15 p. m. sighted our buoy. At 9:05 came to with our port anchor.

Report of Captain Jenkins, U. S. Navy, regarding the U. S. S. Port Royal.

U. S. S. RICHMOND,
Off Mobile Bar, January 10, 1864.

SIR: The *Port Royal* came in a few evenings since, reported to Commodore Thatcher, and the next afternoon left for Ship Island, as I was informed by Commodore Thatcher, to reerect his smokestack, which had been carried away during the night by one of the galls. My own opinion is that the *Port Royal* is not particularly needed in the [Mississippi] Sound at this time while our force here is not large. The commander of that vessel will most likely disregard Commodore Thatcher's verbal order to return here without unnecessary delay.

I am, very respectfully,

THORNTON A. JENKINS,
Captain and Senior Officer Present.

Commodore H. H. BELL, U. S. Navy,
Comdg. Western Gulf Blockading Squadron, New Orleans.

Order of the Secretary of the Navy to Lieutenant-Commander Jouett, U. S. Navy, commanding U. S. S. Metacomet.

NAVY DEPARTMENT, *January 11, 1864.*

SIR: As soon as the U. S. S. *Metacomet* is ready for sea proceed with her to New Orleans, touching at Key West on the way, and report to Rear-Admiral Farragut for duty in the Western Gulf Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Lieutenant-Commander J. E. JOUETT,
Commanding U. S. S. Metacomet, New York.

Letter from Commodore Bell, U. S. Navy, to Brigadier-General Stone, U. S. Army, requesting aid in removal of cargo of prize steamer Grey Jacket.

U. S. S. PENSACOLA, *January 11, 1864.*

GENERAL: I have to request the loan of a keel or canal boat for removing the cargo from a prize steamer [*Grey Jacket*] aground at Pass à l'Outre.

All such craft being in the hands of army authorities, I can find one nowhere else. I observe two or three near Algiers, apparently unoccupied. The boats are wanted immediately, if they can be spared.

I am, very respectfully, general, your obedient servant,

H. H. BELL,
Commodore.

Brigadier-General C. P. STONE,
Chief of Staff, Department of the Gulf.

Letter from Commander Strong, U. S. Navy, to Major-General Washburn, U. S. Army, regarding operations in the neighborhood of Pass Cavallo.

U. S. S. MONONGAHELA,
Pass Cavallo, Tex., January 11, 1864.

DEAR GENERAL: The *Aroostook* came down this morning. I had to send her to Galveston, but have a gunboat up the coast and will keep one there. Captain Hatfield reports that the rebels have thrown up works at San Bernard and at the Caney [Creek], but no guns as yet mounted. From Caney he was fired upon by field guns night before last, but when he shelled them this morning he got no reply, so I take it the guns were only brought there for the occasion, but I shall endeavor to stop their proceedings. Only about 100 cavalry were seen. I shall have to send the *G. C. [Granite City]* up to Galveston, but she will return immediately. I have coal here for the *Estrella*. Hope to get on shore in a day or two to see you.

Yours, truly,

J. H. STRONG.

[Major-General C. C. WASHBURN.]

Abstract log of the U. S. S. Penobscot, Lieutenant-Commander Benham, U. S. Navy, commanding, January 11 to February 10, 1864.

January 11, 1864.—At 1 p. m., steaming up the coast [of Texas], saw a sand battery with two guns mounted at San Bernard. At 2:25 p. m., standing down the coast, saw a number of men building a sand battery at Caney Creek. Stood in toward shore, cleared ship for action, fired 2 5-second shell from XI-inch pivot, 2 10-second and 2 15-second from 20-pounder Parrott, one shell bursting near the muzzle. Fired 3 shell from 24-pounder howitzer, driving the rebels from their works. Stood offshore; came to anchor. At 4:45 p. m. got underway and stood in; opened at short range on a battery building by the rebels. Expended 3 Parrott shell, 3 XI-inch shell, and 4 24-pounder howitzer shell, bursting about the battery and three short. No reply. At 5:30 saw a steamer bearing S. W. At 7 p. m. stood inshore; cleared ship for action; opened fire on rebel battery. Expended 1 15-second shell, 20-pounder Parrott, 15-second shell, XI-inch pivot. No reply, shell bursting over the battery.

January 13.—At 8 a. m. opened at short range on the enemy's breastworks and fired from XI-inch pivot 2 10-second shell and 1 15-second shell; from Parrott 20-pounder, 2 15-second shell. Shells

exploding over the works. U. S. S. *Owasco* also firing. At 8:20 ceased firing, and at 8:35 started for Galveston blockade.

January 14.—At 11:10 a. m. saw a boat with a flag of truce standing out, also a white flag on the fort at Galveston. Sent a boat with an officer and a flag of truce to communicate with strange boat, Bolívar light-house bearing N.W. by W., Spindle W. by N. At 1 flag-of-truce boat returned from communicating, bringing letters from prisoners, etc. Sent them to the *Ossipee*.

February 10.—At 9:45 a. m. second cutter, in charge of Mr. Jack, executive officer, went inshore off Fort Point to communicate and land their paroled prisoners under flag of truce. At 2:15 p. m. second cutter returned with paroled prisoners; did not communicate. At 2:25 schooner with flag of truce started out from the Fort Point toward the fleet. At 4:30 sent in flag-of-truce boat with prisoners to communicate with a schooner coming out. At 5 schooner stood back toward the fort. At 5:10 our boat turned back. At 6:45 Mr. Jack returned on board with prisoners.

Report of Commander Strong, U. S. Navy, referring to batteries being erected at Caney Creek and San Bernard River.

U. S. STEAM SLOOP MONONGAHELA,
Off Pass Cavallo, Tex., January 12, 1864.

SIR: I have the honor to enclose you Acting Master Lamson's report of the part taken by the *Granite City* in the late expedition up the coast.

The rebels are at work putting up works at Caney Creek and San Bernard. I have a gunboat stationed there to interrupt them as much as possible.

Provisions have arrived for the army. No prospect yet of a forward movement.

I have the *Estrella* inside. The *Granite City* has gone to Galveston for coal. The *Owasco* came up from the Rio Grande yesterday. No news there.

Very respectfully, your most obedient servant,

J. H. STRONG,
Commander.

Commodore H. H. BELL,
Commanding West Gulf Blockading Squadron,
U. S. Flagship Pensacola, New Orleans, La.

P. S.—I have just heard that General Dana arrived this morning. He is to relieve General Washburn.

J. H. S.

Abstract log of the U. S. S. Aroostook, Lieutenant-Commander Hatfield, U. S. Navy, commanding.

January 7, 1864.—Off Pass Cavallo. At 1:45 p. m. fired on some rebel cavalry and a battery which they were erecting. Expended 3 XI-inch 5-second shell; 4 20-pounder Parrott shell, and 4 24-pounder

howitzer. At 5:55 came to off San Bernard. Expended 1 XI-inch shell, 5-second; 1 15-pound charge and 1 20-pounder rifle, 20-second shell, and 1 2-pound charge.

January 8.—At 9 40 passed San Bernard. From meridian to 4 p. m.: Expended, firing at rebel cavalry, 5 12-pound howitzer shrapnel, 3 20-pounder rifle 20-second shell, and 85 pounds of powder.

January 9.—At 9 a. m. steamed in toward the enemy's earthworks and opened fire with rifle and XI-inch guns. Expended 19 XI-inch shell, 2 XI-inch shrapnel, 19 20-pounder rifle shell, and 3 24-pounder howitzer shrapnel.

January 14.—Off Galveston: At 11:10 a. m. saw sloop with flag of truce. Gunboat *Penobscot* sent a boat to communicate.

January 19.—Off San Bernard. At 8:30 a. m. stopped at a rebel battery on San Bernard, who fired at us twice with great guns. At 8:40 went to general quarters and commenced shelling the rebel batteries at San Bernard. Fired from XI-inch gun 1 10-second, 6 15-second, and 3 15-second shell; from rifle gun, 3 10-second and 10 15-second shell. At 10:15 ceased firing and stood S. W. $\frac{1}{2}$ S., running along the land. At 11:20 wore ship and stood N. E. $\frac{3}{4}$ E. At 1:10 p. m. got up to rebel batteries and expended 2 15-second XI-inch shell.

January 21.—At 4:45 got underway and stood in toward the enemy's battery. Expended 4 15-second and 3 10-second XI-inch shell and 5 15-second 20-pounder rifle shell.

January 23.—At 8:10 a. m. got underway and stood to the southward and westward. Boarded English schooner *Cosmopolite*, from Tampico to New Orleans, with an assorted cargo. Stood inshore again to cover troops. From meridian to 4 p. m. running along shore in company with *Sciota* and *Queen*; our army on shore. At 6:50 p. m. came up with strange sail; fired 2 rifled shell to bring her to. At 7 boarded her. Proved to be the same vessel boarded in forenoon. At 8:45 took on board crew of 7 men from British schooner *Cosmopolite*, captured in latitude 28° 32' N., longitude 95° 45' W.

Order of Commodore Bell, U. S. Navy, to Acting Ensign Dyer, U. S. Navy, to proceed to Pass à l'Outre to float the prize steamer Grey Jacket.

U. S. S. PENSACOLA,
Off New Orleans, La., January 12, 1864.

SIR: You will provide the following necessaries and such other articles as may occur to you, for getting the prize steamer *Grey Jacket* afloat, which lies aground off Pass à l'Outre, viz: 1 lighter, 1 launch, 2 anchors, weighing 2,000 pounds or 1,500 pounds each; 1 14-inch hawser from the *Tennessee*; 2 pieces 14-inch (60 and 40 fathoms) on board the *Hollyhock*; 1 10-inch from the *Portsmouth*, hauling lines, purchases, spun yarn, viol blocks, cotton hooks, dogs and crowbars.

Mr. Ross will know where to find them.

Mr. Ross, boatswain of the *Portsmouth*, and twelve men will accompany you to work on board of the *Grey Jacket* for saving the vessel and cargo.

As soon as you are ready proceed to Pass à l'Outre for that purpose. Employ a pilot for the occasion. Arrest Pilot Osgood, who ran her ashore, and bring him here.

I am, very respectfully,

H. H. BELL,

Commodore, Comdg. West Gulf Blockading Squadron pro tem.

Acting Ensign N. M. DYER,

Commanding U. S. S. Eugenie, New Orleans.

Order of Commodore Bell, U. S. Navy, to Commander Rolando, U. S. Navy, to give the reason for ordering the U. S. S. Arizona to Sabine Pass.

U. S. S. PENSACOLA,

Off New Orleans, La., January 12, 1864.

SIR: I have received a dispatch from Acting Master H. Tibbits, commanding the *Arizona*, at Brashear City, where he is stationed, informing me that you have sent the *Chocura* to Atchafalaya to order the *Arizona* to Sabine Bar. You will please inform me of the necessity for an increased force at that point. I have required the *Arizona* to remain at Brashear City and adjacent waters for the present.

Respectfully,

H. H. BELL,

Commodore, Comdg. West Gulf Blockading Squadron pro tem.

Commander H. ROLANDO,

Commanding U. S. S. Seminole, off Sabine Pass.

Report of Commander Townsend, U. S. Navy, commanding U. S. S. Essex, off Donaldsville, regarding lumber.

U. S. S. ESSEX,

Off Donaldsonville, La., January 12, 1864.

COMMODORE: I have been unable to send a vessel to New Orleans for some three weeks past. Plaquemine, the seized *Ben Franklin*, and the sawmill have pretty well occupied their attention. As the first two exigencies have been met and satisfied they are now a little more at leisure. As to the mill, they have been doing pretty well there with the new wheels until the recent unprecedentedly long spell of frosty weather came to interrupt temporarily their operations. It seems that the water in the pump was frozen so solidly a few mornings since that when the mill was started the resisting ice broke the pump lever. But Captain Gregory informs me that the accident could not cause more than a couple of days delay. Still, these accidents, the frost and the holidays, have considerably retarded the work there, and I presume Captain Morong, who bears this, will not be able to take down to you more than 8,000 or 10,000 feet of lumber. This is not all that the mill has produced since the last shipment; but I have had to take some 3,000 or 4,000 feet to cover the barge, our workshop, and Colonel Fiske, contrary to my expectations, fell back upon me for about 6,000 feet. But this will be his last reclamation; his really creditable barracks are nearly finished, and I have lent him a barge which goes to-morrow to

Bayou Goula for the lumber that will complete the work. But as I write, commodore, I have reflected that I can not work on the barge for a few days to come. I have therefore concluded to send you by the *Argosy* the 3,000 or 4,000 feet I had intended to devote to that purpose, thus increasing the present shipment to 12,000 or 14,000 feet. I appreciate your great needs in the way of lumber, and know that the slight addition will help along somewhat, whilst I can very well wait a few days. I have borne in mind your request in regard to ash for oars, but I am sorry to say that I have not been able to procure any. I sent Captain Gregory up to a place where he had seen an ash log, some distance back from the bank, duly provided with whipsaws to cut it into suitable lengths for conveyance to the water, but the log had been cut up. I then authorized him to engage men to go into the woods and cut and get out a number of ash logs; but the swampy nature of the country, the rise in the river, and the rains would not admit of sending horses into the woods, and of oxen, which it seems do not get mired, there are none hereabouts. So that attempt also proved abortive. After all our prospecting I have been compelled to conclude that we can not find any ash logs from Red River to New Orleans. Should I chance to hear of a single one you may rest assured I will send one of my gunboats after it.

By the way, I was speaking to Fleet Paymaster Dunn, of the Mississippi Squadron, when here on his way to New Orleans, of your great want of oars. He told me that they were plentiful at Cairo or St. Louis, and if you would write to Admiral Porter he would send you all you might require. I enjoined it upon Mr. Dunn to inform you of this fact. I hope he remembered to do so, and that your requisition is already on its way to Cairo.

I beg leave to acknowledge the reception of the communication you sent me by the *Robb*. The officers and men will be sent up by the first opportunity. I am glad to see you are receiving such an accession to your light-draft force in the way of tinclads. They must prove very serviceable in the shoal-water operations of your squadron.

Enclosed herewith I send requisitions, which I most respectfully ask you to approve. You see, Commodore, that I am constantly compelled to depend upon your obliging kindness, and I do so with every confidence that it will not fail me in the midst of my necessities. As you will perceive by my pencil marks in the margin, many of the things are for the cabin that I have so long and perseveringly been engaged in building. When finished, it will have quite a little history of its own as an unpretending monument of makeshifts in the revamping of old and the adaptation of new materials; but it will be comfortable and pleasant and will look pretty well. After all, the cabin is but an epitome of the ship herself.

Captain Morong will give you by word of mouth the news in this quarter and reports from the Red River region. From Admiral Porter's stationing such of his vessels as can be used as rams at or near the mouth of Red River (he has just taken the *General Price* from me for that purpose) I presume he does not give full credence to the pretty well-authenticated reports that the rebel ironclad *Missouri* is a failure.

I have the honor to remain, very respectfully, your obedient servant,

ROBERT TOWNSEND,
Commander, U. S. Navy.

Commodore HENRY H. BELL, U. S. Navy,
Commanding Western Gulf Blockading Squadron.

Letter from Commodore Bell, U. S. Navy, to Major-General Banks, U. S. Army, renewing his request for the transfer of the prize steamer Alabama.

U. S. S. PENSACOLA,
Off New Orleans, La., January 12, 1864.

GENERAL: I addressed a note on the 29th December last to Brigadier-General Stone, chief of staff, to have the prize steamer *Alabama* now in the service of the Quartermaster's Department of the Army, delivered over to me for the naval service, agreeably to a previous understanding consented to when you were absent on the Rio Grande. Having received no reply to my note, I next addressed you a note on the same subject on the 5th instant, enclosing copies of the correspondence between Brigadier-General Stone and myself, by which you were put into possession of all the circumstances under which the *Alabama* passed into the hands of army authorities. That communication also remaining unanswered to this date, and observing the said steamer *Alabama* with steam up, lying against the wharf near the ship, I again address you, general, requesting your action on the subject of my note addressed to you on the 5th instant, and I invite your attention to the fact of hearty cooperation which this fleet has given the army under your command whenever there has been any immediate necessity for its assistance, notwithstanding the pressing necessities of the blockade with which it is intrusted.

I have the honor to be, very respectfully, your obedient servant,

H. H. BELL,

Commodore, Commanding Western Gulf Blockading Squadron.

Major-General NATHANIEL P. BANKS,

Commander in Chief, Department of the Gulf, New Orleans.

Report of Captain Jenkins, U. S. Navy, regarding the condition of vessels on the Mobile blockade, and referring to the escape of a blockade runner.

U. S. STEAM SLOOP RICHMOND,
Off Mobile Bar, January 12, 1864.

SIR: In reply to that part of your letter of the 5th instant relating to the coaling of the vessels on the blockade so that only one shall be absent at a time, I beg to say that if coaling and provisioning the vessels only were to be taken into consideration, as a general rule there would be but little difficulty in complying with your suggestion—indeed that was the plan when I was in command here last year—but when a vessel (as was the case lately of the *Port Royal*) leaves the station to have repairs requiring, as reported, only about six days, is absent seven weeks; another, in fine weather, the first night after her arrival, her smokestack is carried away by her gaff; the *Itasca*, which broke the anchor stock of her only reliable anchor the first twenty-four hours she was on the station; the *Genesee*, which after a long stay at New Orleans is constantly complained of as being unseaworthy; the *Penguin*, which went to Pensacola to have work done that ought to have required at most two days, is delayed a week, etc., it is beyond the power of war to carry out any systematic plan.

Commodore Thatcher left here in the afternoon. At that time the *Penguin* was absent, but overdue. The *Port Royal* left for Ship Island to have her smokestack reset, and the next day the *Pinola* was out of coal, in addition to the *Genesee* that left for Ship Island a few hours after the departure of the *Colorado*. The *Albatross's* rudder is again out of order, and I must send her to *Pensacola* to have it repaired.

A steamer ran out on the night of the 10th. The *Octorara* and *Pinola* chased until daylight without overhauling her. The *Octorara* returned at about 1 p. m. next day without anchor, and the weather was such as to prevent the possibility of her recovering the one she had slipped when she went in chase; consequently I had to send her to *Pensacola* for three or four anchors for herself and the *Itasca*.

Thus four vessels are absent, and two, the *Pinola* and *Albatross*, ought to be.

When I was captain of the fleet last year, I had requisitions made upon the bureau for a number of anchors for the third-class sloops and gunboats. If I am correctly informed all that were sent to *Pensacola* upon that requisition have been expended except three, and those there have now been required for the *Octorara* and *Itasca*, and unless there are some of 1,300 to 1,800 pounds weight in New Orleans, our vessels here will be in a sad plight soon.

If the *Octorara* or *Pinola* had had the requisite speed they, or one of them, would most certainly have captured the steamer that ran out on the 10th instant.

I am, very respectfully,

THORNTON A. JENKINS,
Captain and Senior Officer Present.

Commodore BELL, etc.

Report of Captain Jenkins, U. S. Navy, regarding orders sent to Lieutenant-Commander Morris, U. S. Navy, commanding U. S. S. Port Royal.

U. S. S. RICHMOND,
Blockading off Mobile, January 13, 1864.

SIR: Having learned from the commander of the *Genesee* that he left the *Port Royal* at Ship Island this morning, and understanding that Lieutenant-Commander Morris did not intend to return here at all, and as he has not gone to Grant's Pass, I have sent him a written order to report himself and vessel to me here.

If this course is not entirely in accordance with your orders or wishes, please inform me by the *Albatross*.

I am, very respectfully,

THORNTON A. JENKINS,
Captain and Senior Officer Present.

Commodore H. H. BELL,
Comdg. Western Gulf Blockdg. Squadron pro tem, New Orleans.

Order of Commodore Bell, U. S. Navy, to Acting Master Crowell, U. S. Navy, to assume command of the U. S. S. J. P. Jackson.

U. S. S. PENSACOLA,
Off New Orleans, La., January 13, 1864.

SIR: When Acting Volunteer Lieutenant L. W. Pennington shall resign the command of the U. S. S. J. P. Jackson, you will assume command of her temporarily.

Very respectfully,

H. H. BELL,
Commodore, Comdg. Western Gulf Blockading Squadron pro tem.
Acting Master MINER B. CROWELL,
U. S. S. J. P. Jackson, Ship Island.

Report of Captain Jenkins, U. S. Navy, regarding the reported presence of one hundred blockade runners at Nassau, New Providence.

U. S. S. RICHMOND,
Blockade off Mobile, January 13, 1864.

SIR: I have just learned from one of the officers of this ship that he was yesterday informed by a responsible and respectable person, recently at Nassau, that at the time he left there it was reported that there were 100 vessels loaded and ready to leave for this place and Wilmington, N. C.

Since the Government has increased the force blockading off Wilmington to, as I am informed, 25 vessels, it is a fair presumption that many of these Nassau vessels will attempt to run this blockade.

In this connection I may add that in the first watch last night a steamer was discovered well to the westward and chased by the *Kennebec* and *Gertrude*. The *Gertrude* continued the chase until 7 this morning, when, having lost sight of the strange vessel at midnight, she returned to the squadron. The *Kennebec* has not yet returned.

I have no doubt this vessel was trying to get in through the main channel by running close along the shore.

The only satisfaction we have in these cases is that the reason we do not capture the vessels is for want of speed.

The steamer *Grey Jacket* was captured in consequence of her machinery giving out, and the schooner [*John*] *Scott* (from Newburg, N. Y.) in consequence of calm.

I am, very respectfully,

THORNTON A. JENKINS,
Captain and Senior Officer Present.

Commodore H. H. BELL,
Commanding Western Gulf Blockading Squadron.

Report of Rear-Admiral Farragut, U. S. Navy, announcing arrival at Key West, Fla.

U. S. FLAGSHIP HARTFORD,
Key West, Fla., January 13, 1864.

SIR: I have the honor to inform the Department that after leaving Sandy Hook we ran with a northwester for three days; the wind then

hauled round gradually to the eastward. To avoid the bad weather, and having a green crew, I took the Hole in the Wall, or Providence Channel Passage; had pleasant weather and arrived here on the night of the 12th, and entered on the morning of the 13th, making the passage in six days and a half.

Acting Rear-Admiral Bailey gave me coal and kindly offered me everything at his disposal.

I shall sail this evening for Pensacola.

I regret that I have to report the death of one of the crew of the *Hartford* from "colica." The report of Commodore Palmer is herewith forwarded.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy.

Report of Captain Jenkins, U. S. Navy, regarding the weakness of the Mobile blockade.

U. S. S. RICHMOND,
Blockade off Mobile, January 13, 1864.

SIR: In consideration of the often-repeated reports, made within the last few months to the commanding officers of the blockading squadron at this place, that the enemy in and about Mobile has been for a long time, and is now, engaged in making active preparations of a formidable character for an early attack upon this squadron, of the reputed invulnerable character of at least one of the enemy's ironclad vessels to be employed in this threatened attack, and in view of the great necessity that in my judgment exists for maintaining our position at this point at all hazards and beyond all peradventure against all enemies, I deem it my imperative duty to respectfully call your attention to the present weakened state of my command.

Any disaster to our vessels at this point at this time would necessarily benefit the enemy far more than at any previous period of the war or at any other point on the blockaded coast.

The raising of this blockade by driving off or totally destroying all of our vessels, with the prospective advantage of capturing or of destroying by a rapid raid upon our numerous sailing vessels and supplies at Pensacola and Ship Island and the opening, even for a short time, of the coast from Pensacola, at the eastward, to the lakes in the rear of New Orleans, to the southward and westward, is too great a temptation to an active and enterprising enemy, not to say a desperate one, to be wholly disregarded by us.

Whatever may be the intention of the enemy inside of Mobile Bay or of their friends elsewhere who have threatened to come to their assistance at this point, it certainly is our duty to be well prepared to act, not only on the defensive, but to attack with the assurance of possible, if not probable, victory in case the opportunity is presented.

The information received from the commander in chief of the West Gulf Blockading Squadron (and from other sources of which he has doubtless been informed by my predecessors in command here) leaves

no doubt in regard to the fact that the enemy has at this time afloat inside of Mobile Bay and at Mobile a more effective force in guns and calibers than we have on this blockade when all the vessels belonging to it are present and irrespective of the comparative character of the enemy's and our own vessels.

There are at present attached to this blockading squadron nine vessels, including this ship. (I do not embrace the gunboat *Port Royal* in this list, inasmuch as the officer commanding that vessel has not returned to this place in obedience to the orders of Commodore Thatcher to him to do so without unnecessary delay, nor made any report at all to me.)

Of these nine vessels (one, and frequently two or three, are absent in chase for supplies of coal and provisions or for repairs) three (the *Penguin*, *Albatross*, and *Gertrude*) would be of very little, if indeed of any service in action, either offensively or defensively, with the enemy. As picket or lookout vessels and for chasing blockade runners they are only better than none.

Of the remainder of the vessels the *Genesee* and *Octorara* (side-wheel gunboats) have very fair armaments for vessels of their class, but both are reported to be in such a condition that it may become my duty at any time and without previous warning to send them into port. The *Kennebec*, *Pinola*, and *Itasca* are small gunboats, having far inferior armaments to either one of the enemy's steamers constructed of wood and not armored. The smallest number of gunboats or other steamers on this blockade should, in my judgment, be at all times superior in armament in the aggregate to that of all of the enemy's wooden vessels, with at least two vessels (wooden) of heavy armament to engage each of the enemy's ironclads in case a regular combined attack is made.

Brave men, endowed with steady nerves, an indomitable will, and strong arms, may be relied upon to do not only their duty to their cause and country, but if need be to hazard everything in striving for victory; but all these may not avail against too great odds.

In conclusion, I must be permitted to say that, in my judgment, our present weakness at this point, and the incalculable benefits to accrue in the event of success, are a most tempting invitation to the enemy to attack us and endeavor to raise the blockade by capturing or destroying our vessels and to open the way to other successes.

Come what may, I trust and believe we shall all do our duty to ourselves and to our country.

I am, very respectfully,

THORNTON A. JENKINS,
Captain and Senior Officer Present.

Commodore H. H. BELL,
Commanding West Gulf Blockading Squadron pro tem,
New Orleans.

Report of Commodore Bell, U. S. Navy, regarding reported preparations for combined operations of Confederate forces with a view to the recapture of New Orleans.

U. S. STEAM SLOOP PENSACOLA,
Off New Orleans, La., January 14, 1864.

SIR: Information has been given to the naval and military authorities here of a combined operation of the ironclads and rams at Mobile

and in Red River and the rebel troops on both sides of the Mississippi being in preparation for the recapture of New Orleans.

The commanding officer off Mobile bar has been apprised of the threatened raid, and I have heard to-day, by an arrival from the river fleet, that Rear-Admiral Porter has assembled some of his rams at the mouth of Red River for intercepting the rams from that direction.

Although we have frequent reports of the rams in Red River and Mobile being failures, we do not confide in them, and are prepared to meet them with every prospect of success on our side, if they shall come, although the *Pensacola* and river boats are the only available vessels; the machinery of all other steamers here being apart and undergoing repairs.

I have the honor to be, your obedient servant,

H. H. BELL,

Commodore, Comdg. West Gulf Blockading Squadron pro tem.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Letter from Commodore Bell, U. S. Navy, to Rear-Admiral Porter, U. S. Navy, regarding measures of cooperation against the operations of the enemy.

U. S. S. PENSACOLA,

Off New Orleans, La., January 15, 1864.

SIR: The naval and military authorities of this department of the blockade have information of a contemplated movement for the recapture of New Orleans and the river by the concerted action of the rebel rams and ironclads in Red River and Mobile Bay and the troops in Louisiana and Mississippi.

The Mobile rams are first to attack the fleet on blockade there and then proceed into the river to meet those from Red River.

I have nothing but the *Pensacola* and the river steamboats to defend this point with, all the gunboats here having their machinery apart undergoing repairs.

By transferring the officers and crews from them to the river boats the latter may be made to smother the rams in flames.

The success of this would of course depend upon the boldness and skill of the individual commanders, and it is feasible.

I am, very respectfully, your obedient servant,

H. H. BELL,

Commodore, Comdg. Western Gulf Blockading Squadron pro tem.

Rear-Admiral DAVID D. PORTER,

Commanding Mississippi Fleet, Cairo, Ill.

P. S.—Reports are industriously circulated that the rams and ironclads are failures, drawing too much water, etc. They are not to be believed.

H. H. BELL, *Commodore.*

Letter from Commodore Bell, U. S. Navy, to Commander Townsend, U. S. Navy, informing him of the proposed operations for the recapture of New Orleans by the Confederates.

Confidential.]

U. S. S. PENSACOLA,

Off New Orleans, January 15, 1864.

SIR: I would apprise you that reports have reached me of a concerted movement having been planned for the recapture of New Orleans.

The rams and ironclads on Red River and in Mobile Bay are to force the blockade at both points and meet here, whilst the army is to do its part.

Being aware of these plans, we should be prepared to defeat them.

The reports in circulation about their ironclads and rams being failures may be true in some degree; but we should remember that they prevailed about the redoubtable *Merrimack* before her advent.

I am, very respectfully,

H. H. BELL,

Commodore, Comdg. West Gulf Blockading Squadron pro tem.

Commander R. TOWNSEND,

Commanding U. S. S. Essex, off Donaldsonville.

Order of Commodore Bell, U. S. Navy, to Acting Ensign Fickett, U. S. Navy, to assume command of the U. S. S. Glide.

U. S. S. PENSACOLA,

Off New Orleans, La., January 15, 1864.

SIR: You are hereby detached from the U. S. gunboat *Kanawha*, and you will assume command of the U. S. gunboat *Glide*.

Respectfully,

H. H. BELL,

Commodore, Comdg. West Gulf Blockading Squadron pro tem.

Acting Ensign L. S. FICKETT,

U. S. Gunboat Kanawha, New Orleans.

Report of Commodore Thatcher, U. S. Navy, commanding U. S. S. Colorado, regarding the readiness of that vessel for sailing from South West Pass.

U. S. S. COLORADO,

Off South West Pass, Mississippi River, January 15, 1864.

COMMODORE: I have now made nearly every preparation to sail hence, but shall be detained this p. m. to bury a man who died of disease of heart. The *Arkansas* could not possibly take on board another heavy gun with its carriage and equipments. She has a full cargo of stores from gunners', carpenters', boatswains', and sailmakers' departments, as well as a large quantity of engineers' stores. Invoices of all

have been duly forwarded to you, and I have retained duplicates, receipted. Shall sail to-night or early in the morning, 16th instant.

Very respectfully, your obedient servant,

H. K. THATCHER,
Commodore.

Commodore H. H. BELL,
Commanding West Gulf Blockading Squadron,
U. S. S. Pensacola, New Orleans.

Order of Captain Jenkins, U. S. Navy, to Lieutenant-Commander Bigelow, U. S. Navy, to give information of movements of the enemy in Grant's Pass or Mississippi Sound.

U. S. S. RICHMOND,
Blockading off Mobile, January 15, 1864.

SIR: You will keep me fully advised in regard to the duties and movements of the steamers *Calhoun* and *J. P. Jackson*, stationed to guard Grant's Pass and the Mississippi Sound generally. One of the small vessels employed off this bar will be sent occasionally, when the weather will permit, to communicate by signal across the land or by boat through Petit Bois [Island] Pass. Any unusual activity or movements of the enemy that may be observed from Grant's Pass or from or at any point in Mississippi Sound you will not fail to report to me without unnecessary delay.

A constant and strict watch must be kept off Grant's Pass at all times.

Respectfully, etc.,

THORNTON A. JENKINS,
Captain and Senior Officer Present.

Lieutenant-Commander GEORGE A. BIGELOW, U. S. Navy,
U. S. S. *Calhoun*.

Report of Captain Jenkins, U. S. Navy, forwarding detailed statement regarding the Confederate defenses of Mobile.

U. S. S. RICHMOND,
Blockade off Mobile, January 15, 1864.

SIR: I transmit herewith for your information a detailed statement of the vessels and armament, forts and their armament, and of all the defensive and offensive means of the rebels in the bay, harbor, etc., of Mobile.

The information embraced in this statement is in such strict accordance with that obtained through our sources at different times that I am inclined to consider it reliable.

I am, very respectfully,

THORNTON A. JENKINS,
Captain and Senior Officer, Commanding off Mobile.

Commodore H. H. BELL,
Comdg. West Gulf Blockdg. Squadron pro tem., New Orleans, La.

[Enclosures.]

Statement of Captain Jenkins, U. S. Navy, regarding the source of the information regarding the defenses of Mobile.

U. S. STEAMSHIP RICHMOND,
Blockade off Mobile, January 15, 1864.

The following statement in regard to rebel vessels and works in and about Mobile Bay, harbor, and city, has been furnished by a mechanic belonging to the State of New Hampshire, who was at the South when the rebellion broke out and took work as a mechanic at Mobile on half wages to escape conscription. That is his story.

He got (recently) a short respite to visit his father, who is somewhere in Alabama or Florida, when he succeeded in getting inside of our lines at Pensacola. He is now on board of the gunboat *Octorara*, Lieutenant-Commander W. W. Low, to whom I am indebted for this statement. This man claims to have been employed—among other things—in preparing and filling torpedoes and iron plating ironclads.

THORNTON A. JENKINS,
Captain and Senior Officer.

Armament of steamer Morgan.—1 63-cwt. 8-inch gun, 9 57-cwt. 32-pounder guns.

Steamer Gaines.—8 57-cwt. 32-pounder guns.

Steamer Selma (late Florida).—2 9-inch Dahlgren guns, 1 8-inch rifle gun.

Steam ram Tennessee.—235 feet in length; has casemate plated with iron 2 inches x 10 inches, three plates in thickness. Speed, 7½ knots on trial trip, without armament, stores, or provisions on board; may not be ready for some weeks yet; is intended to mount 4 10-inch columbiads of 16,000 pounds, 2 7½-inch Brooke rifles, 19,000 pounds.

NOTE.—Information received yesterday from a fugitive at Pensacola, is that the *Tennessee* is on Dog River Bar, on her way to the bay, and that the camels made to float her over have to be made larger.—T. A. J.

Steam ram Baltic.—Was a towboat; is mailed with railroad iron, laid edgewise; countersunk and bolted with rivet heads and nuts and screws inboard. This vessel is condemned as unfit for service. Mounts 1 42-pounder gun, 2 32-pounder guns of 57 cwt., 2 12-pounder howitzers.

Ram Tuscaloosa.—Is plated with iron like that on the *Tennessee*, 2 inches x 10 inches, but only two plates thick; will steam but about 3½ knots. Mounts 1 Brooke rifle of 6 inches, weighing 14,000 pounds, 4 32-pounders of 42 cwt.

Ram Huntsville.—Is similar in every respect to the *Tuscaloosa*, and mounts 1 Brooke rifle of 6 inches, weighing 14,000 pounds, 4 32-pounders of 42 cwt.

There are also in the bay 5 floating turrets, covered with railroad iron, mounted on an octagonal-shaped scow with 1 8-inch columbiad mounted on a circle; they have motive power, are intended to be moored in the channel-way, but can not withstand the shock of an 8-inch shell.

The steamer *Morgan* has a small black wheelhouse on the platform forward of the paddleboxes; the *Gaines* has nothing of the kind.

From the end of the piles that cross the flats from Fort Gaines (about three months ago) thirty torpedoes were laid down on line

bearing S. E. by compass across the Main Ship Channel; they are shaped like a can buoy, with a chamber in each and 75 pounds of powder.

They are anchored with manila rope, with about the third of a bar of railroad iron, 2½ inches. A number of them broke adrift and floated up the bay.

At Cedar Point there is an earthwork, reported to mount 4 rifled 32-pounders of 7,000 pounds weight.

At the mouth of Spanish River there is a battery clad with railroad iron, mounting 6 rifled 10-inch columbiads.

At the mouth of Tensas River and at the head of the bay near Mobile there are 5 batteries.

The fortifications in the rear of Mobile are very strong, with a ditch 30 feet wide and a strong redoubt every 400 or 500 yards.

Fort Morgan mounts, on bastion No. 1, N. E.: 2 32-pounders, weighing 7,000 pounds; 1 24-pounder, rifled, which throws Read and Skates shot and shell shaped like Minié balls. East curtain: 3 10-inch seacoast mortars, 1 32-pounder, weighing 7,000 pounds. Bastion No. 2, E. S. E.: 1 10-inch columbiad of 14,000 pounds; 2 32-pounder rifles, of 7,000 pounds. Bastion No. 3: 2 32-pounders, rifled, of 7,000 pounds; 1 10-inch columbiad of 16,000 pounds. South curtain: 2 24-pounders, rifled, of 11,000 pounds, and throwing 68-pounder projectiles; 1 10-inch columbiad of 14,000 pounds. Bastion No. 4: 1 24-pounder rifle 1 10-inch columbiad of 16,000 pounds, 2 32-pounders, rifled, of 7,000 pounds. West curtain, facing channel: 2 Blakely guns (from England), weighing between 11,000 and 12,000 pounds, throwing a shell of 160 pounds and a shot of 196 pounds with a charge of about 14 pounds of powder; 3 10-inch columbiads of 16,000 pounds. Bastion No. 5: 2 32-pounder guns, smoothbore. North curtain: 1 8-inch smoothbore. Flank casemate guns: On each flank of each bastion are 2 24-pounder howitzers, making 20 flank casemate guns. Within the fort, in the center of terreplein, is a citadel having ten sides, loop-holed for musketry, and quarters on each side for 100 men, constructed of brick, 4 feet thick.

Lighthouse Battery.—11 32-pounder guns of 7,000 pounds, smoothbore.

At Grant's Pass, on the site of the old light-house, there is an earthwork, very strong, mounting 1 100-pounder rifle gun, 1 64-pounder rifle gun, 2 32-pounder smoothbore.

Fort Gaines mounts: 1 10-inch columbiad, weighing from 14,000 pounds to 18,000 pounds, 14 32-pounder smoothbores, 1 32-pounder, rifled; 5 24-pounder siege pieces.

(NOTE.—The *Boston*, which has been lengthened 25 feet and converted into a rebel privateer, is not embraced in the foregoing statement, as he said he thought she had left on a cruise. This vessel appeared to be fast (when seen in the bay), with two guns, and, I have every reason to believe, is now awaiting a good opportunity to run out.

The person who has furnished the foregoing statement gave a full account to the officer of the army commanding at Pensacola, who, no doubt, communicated it to General Banks. The description of the land embankments around Fort Morgan, not embraced in this statement, are well worth examining.—THORNTON A. JENKINS.

There is at least one fast steam tug in the bay, seen daily almost. This says there is one there.—T. A. J.)

*Order of the Secretary of the Navy to Lieutenant-Commander Watters,
U. S. Navy, commanding U. S. S. Kineo,*

NAVY DEPARTMENT, *January 16, 1864.*

SIR: Proceed with the U. S. S. *Kineo* to New Orleans and report to Rear-Admiral Farragut for duty in the West Gulf Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Lieutenant-Commander JOHN WATTERS,
Commanding U. S. S. Kineo, Baltimore.

Report of Acting Master Wade, U. S. Navy, commanding U. S. S. Gertrude, regarding the capture of the Confederate schooner Ellen, of Mobile.

U. S. S. GERTRUDE,
Off Mobile, January 16, 1864.

SIR: I respectfully submit the following report of the capture of the rebel schooner *Ellen*, Captain Levi Webster, of Mobile, from Havana, bound to Mobile, with an assorted cargo.

At 6 a. m. discovered a sail bearing E. by N., steering along the land toward Mobile. I immediately slipped my cable and stood for her, when she hauled in toward the land, with the apparent intention of running ashore. Before I got within rifle range I saw a boat leave her and go on shore.

At 7 a. m. sent a boat alongside, took possession of, and claimed her as a prize to this vessel; found the captain of her on board.

The schooner's papers had been taken by the crew of the boat that had left her. I did not deem it prudent to land a boat's crew for the sake of capturing the small boat, as the men had all left her.

The U. S. gunboat *Kennebec* was the only vessel in signal distance at the time of capture.

Very respectfully, your obedient servant,

HENRY C. WADE,
Acting Master, Commanding.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Captain Jenkins, U. S. Navy, announcing the sending of the prize schooner Ellen to New Orleans.

U. S. S. RICHMOND,
Blockade off Mobile, January 16, 1864.

SIR: I send the prize schooner *Ellen*, of Mobile, L. Webster, master, to New Orleans, in charge of Acting Ensign Walter, of the *Gertrude*, and a prize crew.

This vessel was captured this morning about 25 miles to eastward by the *Gertrude*, the *Kennebec* passing at the time in signal distance on her way to Pensacola for coal and other supplies.

The prize list of the *Kennebec* will be forwarded for transmission to the Department immediately after her return to this place. The master of the prize is sent in her.

I am, very respectfully,

THORNTON A. JENKINS,
Captain and Senior Officer Present.

Commodore H. H. BELL, U. S. Navy,
Commanding Western Gulf Blockading Squadron pro tem.

*Abstract log of the U. S. S. Owasco, Lieutenant-Commander Henry,
U. S. Navy, commanding.*

January 12, 1864.—At 9 a. m. came to anchor off Pass Cavallo.

January 13.—At 6:30 a. m. got underway and stood up shore. At 7:30 discovered a battery and opened on it. Fired from the rifle 5 shots, from the XI-inch 5 shots, and the howitzer 3. At 10:15 called all hands to quarters and trained the battery on the starboard; put about and steamed down the coast, heading S. W. Meridian to 4 p. m., steaming slowly up and down the shore past the battery. Fired 3 shots from starboard howitzer, 3 from XI-inch, and 2 from rifle. At 12:30 fired 1 shot from XI-inch and 3 shots from howitzer. At 1:30 1 shot from XI-inch. At 2:30 p. m. 1 shot from howitzer. At 4:50 1 shot from howitzer. At 4 stopped the engine. At 5 p. m. inspected the crew at quarters, steaming around slowly in sight of the battery. At 6 hauled offshore into 7 fathoms water and came to anchor.

January 14.—At 8:30 a. m. got underway and ran inshore. Saw men on battery. Opened fire on them; fired 4 shots from XI-inch, 2 from rifle, and 1 from howitzer. Steaming off and on. At 1:45 p. m. fired 1 shot from howitzer; then started down the coast, our course S. W. At 3 p. m. turned and steamed up the coast; course N. E. At 4:45 fired a shot from rifle gun and one from XI-inch at the battery. At 5:30 came to anchor.

January 15.—At 8:30 a. m. got underway and steamed along the land. At 9:30 fired a shell at the battery from the XI-inch gun. Heading up the coast. At 12:30 discovered a battery, ran inshore within range, and threw a shell at it from the XI-inch; went on, heading down the coast, until the other battery was made. Fired at it, and at a steamer which was discovered in the river back of it, 9 shots. At 4:20 p. m. fired a shot from our rifle. At 6 came to anchor.

January 16.—From 8 to meridian: Communicated with the *Monongahela*. *Monongahela* and *Estrella* fired several shots at a steamer inside and at the battery. The *Estrella* then steamed down the coast toward Pass Cavallo and the *Monongahela* steamed toward the N. E. At 8:45 fired 2 shots from XI-inch and 2 from port howitzer.

Abstract log of the U. S. S. Monongahela, Commander Strong, U. S. Navy, commanding.

January 16, 1864.—At anchor off Pass Cavallo, Tex. At midnight got underway in company with the gunboat *Estrella* and stood to the northward. At 3:30 a. m. passed a steamer standing south. At 6:30

made sail to the east, which proved to be the *Granite City*. Same time saw the *Owasco* to the northward, the land in sight. At 7:30 stopped the engine and communicated with the *Granite City*. Soon after the *Granite City* stood for Pass Cavallo and we stood to the N. E. At 7:45 made signal to the *Owasco* and *Estrella*; when the captain of the *Owasco* and a pilot from the *Estrella* came on board. Saw a rebel steamer in a creek leading from Matagorda Bay. At 8 took on board the coast pilot from the *Owasco* and stood to N. E. until we reached Velasco; changed our course to southward and westward. At 8:20 called Nos. 1 and 3 guns' crews to quarters and fired 14 shell at the enemy's earthworks and rebel steamer at Caney Creek. At 11 fired 2 rifle shell at earthworks at San Bernard. At 12:40 p. m. saw a vessel ahead. At 1 made general signal to the *Owasco*. At 1:15 stopped the engine and the captain of the *Owasco* came on board. At 1:25 started ahead again. At 2, when abreast of Germantown, saw a steamer and two schooners in Matagorda Bay. At 6:10 sent Major-General Dana and staff in third cutter to the *Granite City*.

Letter from Rear-Admiral Farragut, U. S. Navy, to Commodore Bell, U. S. Navy, announcing his arrival at Pensacola, Fla.

U. S. FLAGSHIP HARTFORD,
Pensacola Navy Yard, January 17, 1864.

SIR: I am happy to announce to you my arrival at this station.

I shall visit Mobile blockade, touch at Ship Island, and then New Orleans. I should go direct to New Orleans but for the report that it is Buchanan's intention to come out with the rams and attack the blockaders. I have therefore ordered back the *Colorado* for a short time longer; but I hope you will not get out of patience. The Department is a little uneasy about the *Tennessee*, which Buchanan says is superior to the *Merrimack*.

Very truly, yours,

D. G. FARRAGUT,
Rear-Admiral.

Commodore H. H. BELL, U. S. Navy,
Commanding Western Gulf Blockading Squadron, New Orleans.

Letter from Rear-Admiral Farragut, U. S. Navy, to Rear-Admiral Porter, U. S. Navy, requesting the services of two monitors to assist in repelling the attack of the Confederate ram Tennessee.

U. S. FLAGSHIP HARTFORD,
Pensacola Navy Yard, January 17, 1864.

DEAR ADMIRAL: I find that Admiral Buchanan, of the rebel Confederacy, has impressed the Government of the United States with the idea that he will be able to raise the blockade of Mobile with the *Tennessee*, a ram recently constructed at Selma.

The admiral considers her superior to the *Merrimack*. I am therefore anxious to know if your monitors, at least two of them, are not completed and ready for service; and if so, can you not spare them to assist us? If I had them, I should not hesitate to become the assailant instead of awaiting the attack. I must have ironclads enough to lie in the bay to hold the gunboats and rams in check in the shoal water.

Please let me hear from you at as early a day as possible.

I will be glad to get the small boats of light draft for operating in the shallow waters of Texas, etc.

I have just arrived here and will be in New Orleans, I hope, in a day or two.

Very truly, yours,

D. G. FARRAGUT,
Rear-Admiral.

Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

Order of Rear-Admiral Farragut, U. S. Navy, to Acting Volunteer Lieutenant DuBois, U. S. Navy, commanding U. S. S. Albatross, to proceed as bearer of dispatch to South West Pass.

PENSACOLA NAVY YARD, January 17, 1864.

SIR: You will proceed without delay to the South West Pass of the Mississippi and deliver the enclosed dispatch to Commodore Thatcher, of the *Colorado*, and gain all the news you can from that officer or the officers of the ship in relation to the movements of our army in Texas, etc., and then return to Mobile and report to me. If you find that I have left Mobile for Ship Island or New Orleans, you can then return to Pensacola and finish your repairs and coaling.

Very respectfully,

[D. G. FARRAGUT],
Rear-Admiral.

[Acting Volunteer] Lieutenant Commanding DuBois,
Commanding U. S. S. Albatross.

Order of Rear-Admiral Farragut, U. S. Navy, to Commodore Thatcher, U. S. Navy.

PENSACOLA NAVY YARD, January 17, 1864.

SIR: You will return to Mobile for the present and await my future orders. It is not deemed expedient for you to go North just yet.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Commodore HENRY K. THATCHER, U. S. Navy,
Commanding U. S. Frigate Colorado.

[Endorsement.]

The *Colorado* sailed before this reached her. Order was sent to the South West Pass by the *Albatross*.

[FARRAGUT].

Order of Rear-Admiral Farragut, U. S. Navy, to Captain Gibson, U. S. Navy, regarding instructions for the commanding officer of the U. S. bark Horace Beals.

U. S. FLAGSHIP HARTFORD,
Pensacola Navy Yard, January 18, 1864.

SIR: You will direct Acting Master Heath, of the *Horace Beals*, to turn over his vessel temporarily to the paymaster or whichever of her

officers you may consider most competent; after having transferred his ammunition to the other vessels, to proceed to New Orleans and there ship a crew to take his vessel North.

This to take effect only in case a sufficient number of men can not be obtained from the *Sportsman* for that purpose.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Captain ALEXANDER GIBSON, U. S. Navy,
Commanding U. S. S. Potomac.

Order of Commodore Bell, U. S. Navy, to Lieutenant-Commander Fitzhugh, U. S. Navy, to assume command of the U. S. S. Sebago.

U. S. S. PENSACOLA,
Off New Orleans, La., January 18, 1864.

SIR: You will relieve Lieutenant-Commander Joseph E. DeHaven in command of the U. S. S. *Sebago* and prepare her for sea without delay.

Respectfully,

H. H. BELL,
Commodore, Comdg. West Gulf Blockading Squadron pro tem.

Lieutenant-Commander W. E. FITZHUGH,
New Orleans, La.

Order of Commodore Bell, U. S. Navy, to Acting Ensign Chapman, U. S. Navy, to report to the U. S. consul at Liverpool for duty as a witness.

U. S. S. PENSACOLA,
New Orleans, January 18, 1864.

SIR: You are hereby detached from the U. S. S. *Lackawanna*, and you will proceed by the earliest conveyance and with the least possible delay to Liverpool, England, and report to Mr. Thomas H. Dudley, the U. S. consul at that port.

Should there be no conveyance from this place, you will proceed immediately to New York and take the steamer thence. Mr. Dudley considers you a material witness in the case of the rams built in England for the rebel Government, and it is important that there should be no delay.

After you shall have completed this duty in England, you will return to the United States and report by letter to the Navy Department. The paymaster of the *Lackawanna* will be directed to advance you three months' pay if you require it.

Respectfully,

H. H. BELL,
Commodore Comdg. West Gulf Blockading Squadron pro tem.

Acting Ensign GEO. T. CHAPMAN,
U. S. S. Lackawanna.

Order of Commodore Bell, U. S. Navy, to Captain Jenkins, U. S. Navy, to push operations in Mobile Bay, looking to the destruction of the C. S. ram Tennessee.

U. S. S. PENSACOLA,
Off New Orleans, La., January 18, 1864.

SIR: The major-general commanding this Department is in possession of a dispatch, received last night from Fort Jackson, stating that the rebel troops in Fort Morgan have mutinied, 200 of them taking refuge with the fleet outside, and 90 on Round Island, opposite Pasca-goula, and that the rebel gunboats were driven off by the guns of Fort Morgan. Moreover, that the gunboats *Jackson* and *Cathoun* had patched up their boilers and started for Grant's Pass yesterday, the 17th instant, to assist. I trust you will boldly push any advantage that may offer, occupy the fort with 100 men, enter the bay with all your force, and send the double-enders straight up the Dog River Bar (where your note of the 14th informed me the ram *Tennessee* was reported as lying aground). The double-enders to sink or drive off the camels and her supports and to capture or burn the ram. Refugees report that she was to take in her battery at Fort Morgan.

The *Oneida* and *Sebago*, double-enders, will leave here to-night to join you at Mobile Bar. The *Arkansas* will leave to-morrow or next day, taking in tow a coal vessel for your use. You will please exercise your judgment about coaling. If you can not coal where you are, send the coal vessel to Ship Island.

I trust you will establish yourself in the bay of Mobile without delay, if practicable.

The general will dispatch troops to occupy the forts as soon as he is better informed. I have received not a word from the officers in the sound or yourself in reference to the state of affairs there referred to.

I am, very respectfully,

H. H. BELL,

Commodore, Comdg. Western Gulf Blockading Squadron pro tem.

Captain THORNTON A. JENKINS,
Commanding Blockading Forces off Mobile Bay.

Order of Commodore Bell, U. S. Navy, to Captain Jenkins, U. S. Navy, in view of expected attack by Confederate rams upon the blockading fleet.

U. S. S. PENSACOLA,
Off New Orleans, January 18, 1864.

SIR: After the departure of the steam tug *Jasmine* to-day I received a dispatch from Major-General Banks, informing me of the presence in Mobile Bay or the Alabama River of seven rebel rams, the *Tennessee* and *Nashville* being very powerful as rams, and of the determination of the rebel authorities to make this attack on the blockading force shortly.

My letter of to-day apprised you of the approach of the *Oneida* and *Sebago*, the *Arkansas* with a coal vessel in tow to follow immediately. These are the only vessels nearly ready for sea.

I will try to send you two powerful packet steamers for ramming purposes, to be used at your discretion.

I am, very respectfully, your obedient servant,

H. H. BELL,
Commodore, Commanding.

Captain THORNTON A. JENKINS,
*U. S. S. Richmond, off Mobile Bar,
Commanding the Blockading Forces.*

[Telegram.]

SIR: A report reached here last night that an extensive mutiny occurred two days ago in Fort Morgan, Mobile Bay; nothing official. Nine steamers are there on blockade. Captain Jenkins in command.

The *Oneida* and *Sebago* will start to-night for that station. To-morrow the *Arkansas* will start with 700 tons of coal in tow for the same, the *Richmond* being in want of them.

I am ready, if need be, to join you with this ship.

The *Lackawanna* and seven other gunboats are here repairing; they can not get out for some weeks.

Respectfully,

H. H. BELL,
Commodore.

Rear-Admiral D. G. FARRAGUT,
U. S. S. Hartford, South West Pass.

Letter from Commodore Bell, U. S. Navy, to Major-General Banks, U. S. Army, acknowledging dispatch regarding affairs in Alabama River and Mobile Bay.

U. S. S. PENSACOLA,
New Orleans, January 18, 1864.

GENERAL: I have had the honor of receiving your dispatch of to-day concerning affairs on the Alabama River and in Mobile Bay. Every precaution within my power has been taken to meet the emergency. The brave hearts and skill of the officers in command of the vessels must meet and overcome the danger when it really appears.

I am, most respectfully, general, your obedient servant,

H. H. BELL,
Commodore.

Major-General N. P. BANKS,
Commanding Department of the Gulf.

Order of Commodore Bell, U. S. Navy, to Lieutenant-Commander Greene, U. S. Navy, desiring information regarding reported mutiny in Confederate forts in Mobile Bay.

U. S. S. PENSACOLA,
New Orleans, January 19, 1864.

SIR: Three men who left the steamer *Jackson* yesterday have arrived and reported that a mutiny exists in the rebel forts on Mobile Bay, and that the report had been forwarded to you from the *Port Royal*, lying near Grant's Pass.

I have received no information of the circumstance from yourself or any other officer in that direction.

If any such event has transpired, you will please forward an officer to me with a statement of all the facts as far as you are informed.

I am, very respectfully,

H. H. BELL,
Commodore.

Lieutenant-Commander C. H. GREENE,
U. S. Ship Vincennes.

Order of Commodore Bell, U. S. Navy, to Captain Gillis, U. S. Navy, regarding the U. S. vessels Granite City and W. G. Anderson.

U. S. S. PENSACOLA,
Off New Orleans, La., January 19, 1864.

SIR: You will please order the *Granite City* without delay to proceed to Brashear City, Berwick Bay, and report his arrival there by telegraph to the senior naval officer here present at New Orleans. Also order the bark *W. G. Anderson* to proceed without delay to the South West Pass and report his arrival by telegraph.

Very respectfully,

H. H. BELL,
Commodore, Comdg. Western Gulf Blockading Squadron pro tem.

Captain JOHN P. GILLIS,
Commanding Blockading Forces on the Coast of Texas.

Report of Captain Gillis, U. S. Navy, regarding operations on the Texas coast from January 19 to February 26, 1863, including the capture of the schooner Henry Colthirst.

U. S. S. OSSIPPEE,
Off Galveston, Tex., February 21, 1864.

ADMIRAL: I had the honor to address you per the *Queen* on the 12th instant.

Lieutenant-Commander Hatfield, of the *Aroostook*, reports having on the 19th of January shelled the enemy's battery at San Bernard Creek [River], and again on the 21st, driving the rebels from their works, and on the 22d, in company with the *Sciota* and *Queen*, protected a reconnoitering party under General Ransom, the rebels having shown themselves about 4,000 strong near Caney Creek. On the 23d she captured the schooner *Cosmopolite*.

The *Queen* drove on shore a schooner near Caney Creek on the 3d February, which was broken up. The President's proclamation was sent on shore at different points within the enemy's lines.

An extract from Lieutenant-Commander Perkins's (of the *Sciota*) letter of the 16th instant, from Pass Cavallo, says, "I have kept myself constantly posted in regard to movements at Rio Grande, having frequent communication with the commanding general at Brownsville, also from army transports which touch here on their way to New Orleans. Everything is quiet along the coast to the southward."

The *Queen* left here on the 12th instant for New Orleans with her prize in tow, the *Louisa*, laden with arms and ammunition.

22d February.—A sail reported in sight this morning to the southward and westward; the *Ossipee* stood for her; she proved to be a prize the U. S. S. *Virginia* had just seized near San Luis Pass, schooner *Henry Colthirst*, Whiting, master, from Kingston, Jamaica, 8th ultimo, with 200 kegs powder, 250,000 percussion caps, 500 ounces of quinine, also coffee, hardware, and dry goods. Sent her to New Orleans for adjudication. We returned to our anchorage.

On the 25th picked up a boat containing three refugees from Galveston Island. One, Samuel Gray, a native of Pennsylvania, and two farmer boys, who were conscripted. Gray gives various rumors, among them that two barks up the bay are loading with cotton to run out. *Harriet Lane* was sold to a Mr. House, of Houston, for fifteen hundred thousand dollars, Confederate scrip. She is to be run out with cotton; General Magruder and a Polish engineer to take passage in her, their destination France. She has now 6 guns on board—to be taken out and left here, etc. Fast tug may be of great service here.

28th February.—The *A. Dinsmore* has just arrived from the Rio Grande. She reports the barks *Herbert* and *Alsterdam* there, the first laden with cotton bagging, rope, etc., the second with coal; no ammunition or arms; so stated by U. S. consul.

Lieutenant-Commander Perkins writes me from Corpus Christi, 26th instant: "The *Herbert* and *Alsterdam*, mentioned in your letters, have both arrived at the Rio Grande. Their cargoes consist of bagging, cordage, and general merchandise; no arms or ammunition."

I forward to you a communication received by a flag of truce.

Very respectfully, your obedient servant,

J. P. GILLIS,

Capt. and Senior Officer 2d Div. W. Gulf Blkdg. Squadron, Coast of Tex.

Rear-Admiral D. G. FARRAGUT,

Comdg. Western Gulf Blkdg. Squadron, Flagship Hartford.

Report of Rear-Admiral Farragut, U. S. Navy, regarding affairs off Mobile upon his arrival there.

U. S. FLAGSHIP HARTFORD,
Off Mobile, January 20, 1864.

SIR: I have the honor to inform you that I arrived here on the evening of the 18th and found Captain Jenkins, of the *Richmond*, in command of the blockade. He was in possession of all the information I had received from the Department in relation to the rams and gunboats now in Mobile Bay, and all the most minute details of their construction and armament. It is said that the ram *Tennessee* is now upon Dog River Bar, drawing 2 feet more water than there ever is on that bar, but they are endeavoring to float her over with camels. Their first essay, I understand, failed, and they are now enlarging the camels. I will send by the mail steamer from New Orleans (which will probably arrive before this) a detailed account of the enemy's whole force, as given me by a refugee, who was ordnance sergeant in Fort Morgan, and who appears fully informed, as you will perceive by his statement. I beg also to state to the Department that immediately on my arrival I wrote to Admiral Porter to say that if two of his monitor ironclads were ready for service I would be greatly obliged to

him to let me have them, as it would enable me to take the offensive against this flotilla when it best suited my convenience, and so soon as the Department can spare me two of the monitor class from the North, it will render this fleet perfectly secure and allay the apprehensions which are now severely felt in Pensacola and New Orleans.

I have the honor to be, very respectfully, your obedient servant,
D. G. FARRAGUT,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of Rear-Admiral Farragut, U. S. Navy, to Lieutenant-Commander Franklin, U. S. Navy, detaching him as fleet captain.

U. S. S. HARTFORD,
New Orleans [Mobile], January 20, 1864.

SIR: You are hereby relieved of the duties of fleet captain under Commodore Bell, and you will report to Commodore James S. Palmer, first divisional officer of the West Gulf Blockading Squadron, for such duties as he may assign you.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Lieutenant-Commander [S. R.] FRANKLIN, U. S. Navy,
New Orleans.

Order of Rear-Admiral Farragut, U. S. Navy, to Commander Strong, U. S. Navy, commanding U. S. S. Monongahela, to proceed to the Mobile blockade.

MISSISSIPPI RIVER [MOBILE],
January 20, 1864.

SIR: You will take in coal from the vessel off Pilot Town and then proceed to the blockade off Mobile, and upon your arrival you will report to the senior officer in charge, Captain Jenkins.

You will use all dispatch, as your presence is required to enable the *Richmond* to leave for coal.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Captain J. H. STRONG, U. S. Navy,
Commanding U. S. S. Monongahela.

Abstract log of the U. S. S. J. P. Jackson, Acting Volunteer Lieutenant Crowell, commanding.

January 20, 1864.—Lying at anchor at Ship Island. At 2 a. m. up anchor and stood up the sound. At 4:30 anchored near the stake. At daylight got our anchor and stood into South Channel. Saw the *Calhoun* near Grand Battue Spit. At 10 anchored off Grand Battue

near the *Calhoun* and sent a mail on board. At 11:30 got underway and stood toward Grant's Pass. At 1 p. m. anchored near Dauphin Island, fired a gun and hoisted signals to attract the attention of the Mobile blockading fleet for the purpose of communicating, but no attention was paid to it. Saw three vessels off Mobile Bar. Saw a rebel gunboat, a high-pressure steamer, and several small craft in Mobile Bay, a small sloop at anchor near Cat Island. At 3:35 saw a smoke in the direction of Horn Island; stood toward it.

January 21.—Lying at anchor off the east end of Petit Bois Island. At 6 a. m. stood to the eastward. Saw a gunboat and a high-pressure steamer in Mobile Bay, near Shell Bank. At 7 anchored near Dauphin Island, two of our blockading vessels in sight off Mobile Bar. From 8 to 12: Saw three of the fleet off Mobile Bar and a steamer to the westward. At 11:30 fired a shell to attract the attention of the fleet outside for the purpose of communicating. From 12 to 4 p. m.: Saw a barge lying at Shell Bank, a gunboat to the northward of it, and a high-pressure steamer going up Mobile Bay. At 1 p. m. saw two of the outside fleet approaching us. At 1:30 communicated by signal with gunboats *Kennebec* and *Itasca*. Sent a boat ashore on Dauphin Island and delivered a mail to a boat from the *Kennebec*. At 10:15 heard the report of a heavy gun to the eastward.

January 22.—Lying at anchor off the east end of Petit Bois Island. At 7 anchored off the middle of Dauphin Island, near Grant's Pass. From 8 to 12: Saw a rebel gunboat lying at the Shell Bank and a high-pressure steamer going up Mobile Bay. At 6:15 p. m. anchored off the middle of Petit Bois Island. Saw a vessel having a light set outside, apparently coming in Horn Island Pass; got our anchor and gave chase. After arriving at the pass saw nothing unusual; laid to a short time, then stood to the eastward again. Heavy dew falling, horizon unusually hazy.

Combined expedition from Pass Cavallo, January 20, 1864.

Report of Commodore Bell, U. S. Navy, transmitting additional reports.

U. S. S. PENSACOLA,
Off New Orleans, January 27, 1864.

SIR: I have the honor to enclose herewith the report* of Acting Master C. W. Lamson, commanding the U. S. S. *Granite City*, in reference to affairs at Pass Cavallo; also one from Lieutenant-Commander G. H. Perkins, commanding U. S. S. *Sciota*, on the same subject.

I am, very respectfully, your obedient servant,

H. H. BELL,
Commodore.

Rear-Admiral D. G. FARRAGUT,
Comdg. Western Gulf Blockdg. Squadron, New Orleans.

*Not found.

Report of Lieutenant Commander Perkins, U. S. Navy, commanding U. S. S. *Sciota*.

U. S. GUNBOAT *SCIOTA*,
Off Pass Cavallo, Texas, January 27, 1864.

SIR: In obedience to your order I reported to Captain Strong for duty on January 18. On the 20th instant I received orders from Captain Strong to accompany an army expedition up the coast about 40 miles. At 12 o'clock that night I got underway in company with the *Granite City*, which had on board 400 troops, and assisted her in landing them at Smith's Landing the following day, remaining with them, protecting their rear while they were marching down the [Matagorda] Peninsula.

January 21st the *Granite City* was relieved by the gunboat *Queen*. On the 24th I arrived off this place, found the bark *W. G. Anderson*, and, not having any wind, she has been obliged to remain here. The coal schooner *Pequanock*, of Bridgeport, arrived here on the 24th, with 325 tons of coal for the navy. Being short of coal I have taken this opportunity to fill up.

The *Estrella* has broken her piston rod, which will probably lay her up for a month.

Everything is quiet in relation to the army. At present lying outside the bar are four army transports, coal schooner, bark *Anderson*, *Queen*, and *Sciota*.

I am, sir, very respectfully, your obedient servant,

G. H. PERKINS,
Lieutenant-Commander.

Captain JNO. P. GILLIS,
Commanding U. S. Naval Forces, Coast of Texas.

Abstract log of the U. S. S. *Monongahela*, Commander Strong, U. S. Navy, commanding.

January 20, 1864.—At 6:30 p. m. Colonel Hesseltine, of the Army, and the captains of the *Granite City* and *Sciota* came on board. At 7:25 the above-named officers left the ship. Called for volunteers to go on an expedition up the coast. Selected the following men from amongst them, viz, Andrew J. Florence, Charles Peterson, Frank Hanson, James West, George August, Thomas Johnson, Robert J. Waters, Henry Earle, John Noel, Frank Brogan, Alden Moulton, John Gordon. Lowered the first launch and put into her a 12-pounder smoothbore howitzer, 3 boxes of shrapnel, 2 boxes of shell, and 1 box of canister. H. Walton Grinnell in command of the expedition. At 8:10 p. m. Acting Ensign Grinnell and party left the ship in the first launch and went on board the *Sciota* for passage up the coast. At 11:25 the *Granite City* and *Sciota* stood to northward and eastward.

January 22.—At 8:45 a. m. Ensign Grinnell and party returned on board, also first launch and second cutter. Captain of the *Sciota* came on board. At 9:05 steamed ahead again.

January 23.—At 10:30 p. m. came to anchor, South West Pass light bearing N.E. by E. $\frac{1}{4}$ E.

Abstract log of the U. S. S. *Sciota*, Lieutenant-Commander Perkins, U. S. Navy, commanding.

January 21, 1864.—Off coast of Texas. The *Granite City* came in. At 12:15 p. m. lowered all boats to land troops from the *Granite City*. At 2:20 p. m. boats returned, got underway, and convoyed troops down the coast. From 4 to 6 p. m. Running down the coast abreast of the troops. From 6 to 8 p. m. Sent boat to communicate with army. From 8 to midnight. Made a large fire bearing W., S.W., ran down and communicated by boat. At 11:50 sent boat ashore with provisions and water.

January 22.—At 11 a. m. captain communicated by boat with the army. At 12:20 p. m. captain returned in company with Brigadier-General Ransom. At 1 started up the coast. At 2:30 fired three shots from the XI-inch gun at the Caney Creek batteries. At 3 turned and steamed down the coast. At 3:20 the general went on shore.

January 23.—At 5:30 a. m. sent second cutter on shore to the army. At 6:30 second cutter returned. At 7:50 got underway and steamed to the southwest. Troops marching down the coast. At 9:30 inspected crew at quarters, sent the first and second cutters on shore for the howitzer and crew. At 11:30 boats returned. At 11:45 sent second cutter on shore again. Troops marching down the coast. At 12:30 p. m. sent first cutter on shore. At 2 p. m. boats returned with disabled soldiers. At 3:50 saw a rebel steamer in the bay.

January 24.—At 2:30 p. m. came to off Pass Cavallo. Lowered the second cutter and sent the soldiers on board the pilot boat.

Report of Major-General Dana, U. S. Army, commanding U. S. forces in Texas.

HEADQUARTERS U. S. FORCES,
Matagorda Peninsula, January 28, 1864.

SIR: The reconnoissance made by my order, under direction of Brigadier-General Ransom, who marched from here on the 21st instant, was entirely successful. He returned three days ago without loss or accident, except the sad death of Captain Charles R. March and the wounding of Private Heald, of the Thirteenth Maine, both by an accidental shot fired by one of the sailors from a gunboat. The enemy were closely reconnoitered at Caney Creek, 60 miles from here, and discovered in some force. His pickets were driven in, and although none were captured, they were compelled to abandon their horses and hide in some swamps, and their horses were captured. General Ransom saw 3,000 cavalry, 1,000 infantry, and some artillery drawn up in the open ground just outside the works, preparing to repel his expected attack. One deserter came in from there night before last and reports 30,000 men up there. This is, of course, false.

Three deserters came into our lines at Indianola last night, having left Matagorda the night before. They report 10 regiments and 2 batteries of fieldpieces at Caney and Magruder's main force just behind the San Bernard, just in rear of the force at Caney. They report the steamboats *Carr*, *Cora*, *Lucy Gwin*, and *Lizzie Lake* and the schooners *Annie Dale* and *George Buckhart* as above the surf in Matagorda Bay, and that the surf is impassable, the channel having been filled up.

The two first-named steamers are cotton clads, the other two ply with stores and supplies between Caney and Matagorda. The two schooners are armed, one with a 12-pounder, the other with a 6-pounder. The armament of the *Carr* has lately been changed, and she now has a 30-pounder Parrott, taken from the gunboat *Westfield*.

Our reconnoissance up the peninsula was considered so threatening that this was taken from her and mounted in one of the works at Caney, together with another of the same kind, but it has since been returned to her. The *Cora* has a 24-pounder howitzer. Oh, for some cavalry. If I only had even two good regiments of cavalry, I could do good service. Believe me, chances are being thrown away, which are seriously to be regretted. Do send me cavalry, as much as you can; but if no more can be had, send me two good regiments, and I can use them profitably, well, gloriously. I hope I shall know soon what regiments, if any, are to be withdrawn from here. I dare not stir now, under the information of your last letter. Don't postpone sending my engineer officer and ordnance officer, also the quartermaster.

With much respect,

N. J. T. DANA,
Major-General.

Lieutenant-Colonel W. B. SCATES,
Assistant Adjutant-General Thirteenth Army Corps.

Report of Brigadier-General Ransom, U. S. Army, commanding expedition.

HDQRS. FOURTH DIVISION THIRTEENTH ARMY CORPS,
Decrow's Point, Tex., January 25, 1864.

CAPTAIN: In obedience to the orders of the general commanding, I marched at noon on the 21st instant to make a reconnoissance up Matagorda Peninsula, my command consisting of the First Brigade, Colonel W. J. Landram, commanding; one gun of White's battery and 40 men of Foust's and White's batteries as mounted infantry, Lieutenant Throop, commanding. On the night of the 21st instant encamped at Harklin's place, having marched 14 miles; marched 25 miles on the 22d, and on going into camp sent forward mounted men to communicate with Lieutenant-Colonel Hesseltine, Thirteenth Maine Infantry, who, with his regiment and boat howitzer from the U. S. S. *Sciota*, had landed at noon on the peninsula, about 45 miles from Decrow's Point. The entire command continued the march on the 23d. Met rebel pickets at Idelbach's place, 10 miles from camp No. 2. Pushed forward rapidly, leaving the transportation at Idelbach's under guard. Arrived at Hill's and Forrester's places and found more rebel pickets. Captured 3 horses, the riders escaping on the bay. I halted the infantry and sent forward the mounted men, in charge of Captain Dana, who went up beyond the head of the peninsula without meeting any opposition. Finding that I could gain no more information by land without attacking the rebel works on the Caney River, I went on board the steamer *Sciota* and moved up the coast close inshore, and from the masthead of the ship I obtained a fine view of the enemy's position and strength. His works are not formidable, and seem to consist of 2 or 3 detached fieldworks, the one on the coast being the most extensive. They are situated about 4

miles from and front toward the head of the peninsula. The ground in front is a level plain, and, excepting a strip three-fourths of a mile wide on the coast, is reported marshy. No guns mounted on the works. The rebel troops were plainly distinguished in the opening bordering on the Caney River and appeared to be in line preparing for an attack. I estimated the cavalry in sight at 3,000 and infantry at 1,000, and saw one piece of field artillery. Discovering a body of rebel cavalry moving down toward our forces, I immediately returned to my command, and having accomplished the object of the reconnoissance, I withdrew to Idelbach's place and encamped for the night. On the following day the command moved back to Duffley's place, 26 miles, and on the 24th returned to this post, marching 27 miles.

The settlers on the peninsula are generally at home and seem well disposed toward Federal troops. They are poor and scantily supplied with subsistence. Most of the stock that was formerly so abundant on the island has been driven off by rebel troops. We experienced difficulty in procuring water, and for 15 miles between Freeman's and Idelbach's places there is no habitation and no water to be had by digging.

I regret to be obliged to report the death of Captain Charles R. March, of the Thirteenth Maine Infantry, who died on the 23d instant of a wound in the head, received from a shot fired by a sailor of the steamer *Sciota*, who had landed with Colonel Hesselting's regiment to get a beef. Private Samuel Heald, Company C, of the Thirteenth Maine Infantry, was wounded in the neck by the same shot. Captain March was buried at Forrester's place, 7 miles from the head of the peninsula. The conduct of the troops was good. Lieutenant George Throop, of Mercantile Battery, and the officers and men under his command, and Captain Dana, of the staff of the general commanding, deserve and receive my thanks for the efficient manner in which they discharged the arduous duties assigned them.

I have the honor to be, captain, very respectfully, your obedient servant,

T. E. G. RANSOM,
Brigadier-General, Volunteers.

Captain HUGH G. BROWN,
Assistant Adjutant-General U. S. Forces, Texas.

Order of Commander Strong, U. S. Navy, to Lieutenant-Commander Perkins, U. S. Navy, upon receiving unexpected orders to proceed to Mobile blockade.

MONONGAHELA,
Off Pass Cavallo, Tex., January 21, 1864.

SIR: I have most unexpectedly been ordered to Mobile. I will send the *Queen* up to take the place of the *South Carolina*, as she (the *South Carolina*) has to go to Berwick Bay. I wish you would get my officer and men off from the shore and supply their places from your vessels. I will call by at daylight for my men and boats. The gun you can send me by the provision steamer.

Bad luck to Mobile. My regards to all my late command.

Yours, truly,

J. H. STRONG.

Captain PERKINS or Captain HATFIELD.

Report of Commodore Bell, U. S. Navy, commending the good work of the U. S. vessels Commodore and Corypheus in Lake Pontchartrain.

U. S. S. PENSACOLA,
New Orleans, January 22, 1864.

SIR: I have the honor to transmit herewith communications* from Acting Master J. R. Hamilton, commanding U. S. S. *Commodore*, and Acting Master Francis H. Grove, commanding U. S. schooner *Corypheus*.

The *Commodore*, a small stern-wheel steamer, and the *Corypheus* are stationed on Lake Pontchartrain, and have been doing good service there in intercepting supplies for the rebels and in destroying salt works and tanneries.

The commanding officers of these vessels have performed their duty with zeal and ability.

Very respectfully,

H. H. BELL,
Commodore.

Rear-Admiral D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

Report of Rear-Admiral Farragut, U. S. Navy, giving facts and suggestions regarding the Mobile blockade.

U. S. FLAGSHIP HARTFORD,
New Orleans, January 22, 1864.

SIR: (1) On the morning of the 20th instant I made a reconnoissance of Forts Morgan and Gaines. I went in over the bar in the gunboat *Octorara*, Lieutenant-Commander Low, taking the *Itasca* in company as a precaution against accident. We passed up to Sand Island and laid abreast of the light-house on it. The day was uncommonly fine and the air very clear. We were distant from the forts 3 and 3½ miles, and could see everything distinctly, so that it was easy to verify the statements of the refugee McIntosh in respect to the number of guns visible on the bastions of the forts. I could count the guns and the men who stood by them; could see the piles that had been driven across from Fort Gaines to the channel opposite Fort Morgan, the object of which is to force the ships to keep as close as possible to the latter. There were no vessels in the bay except one transport steamer.

(2) I am satisfied that if I had one ironclad at this time I could destroy their whole force in the bay and reduce the forts at my leisure by cooperation with our land forces, say, 5,000 men. We must have about 2,500 men in the rear of each fort to make regular approaches by land and to prevent the garrisons receiving supplies and reinforcements, the fleet to run the batteries and fight the flotilla in the bay; but without ironclads we should not be able to fight the enemy's vessels of that class with much prospect of success, as the latter could lie on the flats where our ships could not go to destroy them. Wooden vessels can do nothing with them unless by getting within 100 or 200 yards, so as to ram them or pour in a broadside.

(3) I am told by Mr. Shock, the fleet engineer, that two of the ironclads now being constructed at St. Louis are finished, and that three

*Not found.

or four ought to be by this time. If I could get these I would attack them at once.

(4) The rebel ironclad *Nashville*, I am told by a refugee, will not be ready before March, and he says that Buchanan made a speech to his men saying that as soon as she is finished he will raise the blockade, etc. It is depressing to see how easily false reports circulate out here, and in what a state of alarm the community is kept by the most absurd rumors. If the Department could get one or two of the ironclads down here it would put an end to this state of things and restore confidence to the people of the ports now in our possession.

(5) I feel no apprehension of Buchanan's raising the blockade of Mobile; but with such a force as he has in the bay it would be unwise to take in our wooden vessels without the means of fighting the enemy on an equal footing. By reference to the chart you will see how small a space there is for the ships to maneuver.

(6) I beg to urge upon the Department the necessity of expediting the departure of the *Brooklyn* and *Galena*, as it is always indispensable to keep a force on the blockade sufficient to allow one of the ships to go to Pensacola for coaling or for repairs, as the case may be.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy.

Report of Commodore Bell, U. S. Navy, regarding the arrival of Rear-Admiral Farragut, U. S. Navy, off New Orleans.

U. S. STEAM SLOOP PENSACOLA,
Off New Orleans, La., January 23, 1864.

SIR: I have the honor to inform the Department that Rear-Admiral D. G. Farragut, in the U. S. S. *Hartford*, arrived off New Orleans at 3 p. m. yesterday, 22d instant, when I hauled down the broad pennant which was worn by the *Pensacola* during his absence from this station, saluting him with 15 guns.

I have the honor to be, your obedient servant,

H. H. BELL,
Commodore.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Order of the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, for the return to New York of the U. S. S. Queen.

NAVY DEPARTMENT, *January 23, 1864.*

SIR: The U. S. S. *Queen*, recently sent to the Gulf with ordnance stores and placed by Commodore Bell on blockade on the coast of Texas, is desired by the Ordnance Bureau as a transport, and you will please order her back to New York for that purpose.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron, New Orleans.

Order of Rear-Admiral Farragut, U. S. Navy, to Captain Jenkins, U. S. Navy, requesting information regarding the Confederate ram Tennessee.

U. S. FLAGSHIP HARTFORD,
New Orleans, January 25, 1864.

DEAR CAPTAIN: The *Monongahela* is now coaling at the South West Pass with orders to report to you, so that you can go to Pensacola and coal, if you have not already done so. This ship will soon be ready for blockade duty, and the ships will then be able to take turns in going to Pensacola. You can let the gunboats and others take turns in the same way. It will give the officers and crew a little respite from the ceaseless vigilance which is so distressing to the nervous system. Let me know the moment you get certain information in relation to the ram's being on Dog River Bar or over it. I am trying to decide as to the best manner of acting in the premises.

Yours, truly and respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Captain T. A. JENKINS,
Commanding Blockade off Mobile.

Order of the Secretary of the Navy to commandant navy yard, New York, regarding the U. S. steamers Cowslip and Narcissus.

NAVY DEPARTMENT, January 25, 1864.

SIR: As soon as the *Cowslip* and *Narcissus* are ready for sea direct them to proceed to New Orleans and report to Rear-Admiral Farragut for duty in the West Gulf Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral HIRAM PAULDING,
Commandant Navy Yard, New York.

Order of Rear-Admiral Farragut, U. S. Navy, to Captain Gillis, U. S. Navy, for information regarding conditions on the Texas coast.

U. S. FLAGSHIP HARTFORD;
Off New Orleans, January 25, 1864.

Please, by the return of the *Bermuda*, let me know the state of things existing on the coast of Texas in relation to the army and navy according to your own views, so that I may be properly informed.

I hope to make you a visit in the course of a few weeks.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Captain JOHN P. GILLIS, U. S. NAVY,
Senior Officer off Galveston.

Order of Rear-Admiral Farragut, U. S. Navy, to Captain Gillis, U. S. Navy, to forward letters to consular officers.

FLAGSHIP HARTFORD,
New Orleans, January 25, 1864.

SIR: It having been requested by the Secretary of State, you will please forward these letters to their destination, one to the American consul at Matamoras, the other under flag of truce to the Prussian consul at Galveston.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Captain J. P. GILLIS,
Senior Officer, Coast of Texas.

Instructions for night service, night distinctions for vessels, and special and other night signals for the blockade off Mobile, January 25, 1864.

[NOTE.—Special signals delivered in manuscript, answering to certain numbers in the Naval General Signal Book, but not to be incorporated into it except in pencil, are to be used when necessary only on this blockade.]

1. Vessels approaching the blockade in the day, either to join it or to return to it, will make their numbers in the usual way from the list in the Naval General Signal Book or from a manuscript copy of it furnished to those who have no Naval General Signal Book.

Vessels having only the boat code may make their numbers in the day by that code, using the union jack and the number opposite the name of the vessel in the list (pages 142 to 146). See page 142.

The day distinguishing pennants are the same throughout the West Gulf Blockading Squadron.

2. Any vessel of the Mobile blockade discovering a strange sail running in or out of the harbor will, at the moment of firing, slipping, or chasing, show or hoist where it can be seen to the best advantage a red lantern light and keep it exhibited while within the limits of the line of blockade. In case there is firing all the vessels of the blockade near the one engaged, or at least within range of fire, will also hoist a red lantern light and keep it exhibited during the engagement or until the vessel or vessels engaged are out of the line of the blockade or until they haul down their lights.

In case the strange vessel seen should exhibit lights to attempt to deceive or mislead the chasing or engaging vessels, the vessel first making the discovery will haul down the red lantern light and hoist instead the proper night lantern lights, representing her night distinction within the limits of this blockade.

3. Vessels having to get underway at night for any other reason than to chase, while changing stations, going to their stations, or to communicate with any other vessel on the blockade, will, when in the line or range of the guns of the blockading vessels, exhibit the lantern lights representing their night distinction, which will be answered by all.

4. Vessels approached by a white lantern light shown from the poop, peak, forecabin, or over the side or quarter, as circumstances may require, to prevent collisions and being fired into by a blockading vessel.

No vessel will move from her station at night without giving warning; if in chase by hoisting a red lantern light, or in the other prescribed cases by hoisting the night distinction lights.

Vessels approaching the line of blockade after dark from seaward will invariably report their names and numbers as recorded in the Naval General Signal Book or in the manuscript list furnished with Coston lights in the following manner, viz:

1st. Burn the Coston P (preparatory), which must be answered by the senior officer or the commander of the vessel nearest to which the signal is made.

2d. Send up a rocket and follow it.

3d. By burning the Coston number representing those of the vessel, as indicated above, immediately after which the vessel approaching will hoist her night distinction lights and keep them up until she anchors, or the vessel approached communicates or hauls down her white lantern lights or her night distinction lantern lights, as the case may be, but the approaching vessel must not attempt to pass inside of the line until authorized to do so. Vessels belonging to the West Gulf Blockading Squadron that are not provided with a copy of the Naval General Signal Book or with a list in manuscript of the numbers and names of the vessels will make themselves known at night when approaching the Mobile Squadron or a vessel belonging to it by making the numbers of the vessel as recorded in the boat code of signals in the following manner, viz:

1st. Burn a navy-blue light, which should be answered by a Coston A (answering).

2d. Send-up a rocket and follow it immediately.

3d. By burning the Coston numbers representing the name and number of the vessel recorded in the Boat Code. (See pages 142 to 146.)

Special night signals.

5. To be used only by picket boats and by all vessels on the Mobile blockade.

The following Coston lights to be burned without the preparatory signal being made:

Coston No. 1.—Interrogatory: "May or shall I do that which I shall ask by signal to be made immediately?" After this from the Boat Code by Coston lights or as a preparatory to asking for information or asking a question by signal from the Boat Code.

Coston No. 2.—"Strange sail in sight to the westward," to be followed immediately, if a steamer, by a rocket sent in the direction she was steering when last seen.

Coston No. 3.—"Strange sail running out of this pass," to be followed immediately, if a steamer, by a rocket sent in the direction was seen steering.

Coston No. 4.—"Strange sail outside of me to the southward," to be followed immediately, if a steamer, by a rocket sent in the direction the steamer was steering.

Coston No. 5.—"Enemy coming out." If but one vessel one rocket to be sent up; but if in force or more than one vessel two rockets will be sent up in succession immediately after burning the red light. To be repeated if necessary after a short interval of time.

Coston No. 6.—"Strange sail running in." If a steamer, to be followed immediately by a rocket.

Coston No. 7.—Negative. "No, do not," or refusal to grant request made.

Coston No. 8.—"Suspicious movements of the enemy inside."

Coston No. 9.—"In need I am of assistance."

Coston No. 10.—"Strange sail to the eastward." If a steamer, to be followed immediately by a rocket.

6. No vessel of the Mobile blockading squadron will leave her station at night to chase out of signal distance, unless she sees a vessel, and then not more than two of the blockading vessels will be authorized to chase a single vessel unless specially ordered to do so by the senior officer present by signal or otherwise.

7. Vessels leaving their stations at night to give chase to a vessel or vessels seen by them will return to the blockade in case they do not see the escaping vessel or her smoke at daylight the following morning, unless reliable information is obtained from vessels fallen in with, which will give reasonable assurance that she or they may be overtaken.

8. When special signal No. 5 is made, all the vessels of the blockade will slip and concentrate in line in order of their stations upon the senior officer, taking care, however, not to do so in so precipitate a manner as to make the movement a rapid retreat, but to withdraw in good order, keeping the enemy at bay to allow time for the whole squadron to concentrate in line of battle well outside of the shoals. If the enemy is discovered by the picket boat or vessel stationed inside the bar, signal No. 5 will be made immediately, and that vessel or boat will retreat toward the nearest vessel stationed in that quarter, give the information by speaking, and continue to do so to all the vessels near which it will have to pass in proceeding to the senior officer's vessel.

9. In case of firing being heard within the limits of the blockade at night, those vessels stationed nearest will slip immediately and proceed to the scene of action to take part, if necessary, and all other vessels will be on the lookout, and if the firing is continuous, they will lose no time in proceeding to the scene of action also.

The bearings of all vessels of the blockade and of all prominent objects on shore should be taken by the blockading vessels after taking their respective stations for the night, and in the event of having to fire during the night to be careful in pointing their guns so as not to run any unnecessary risks of hitting friends. All the vessels will, if possible, keep themselves during the day within good signal distance, unless in chase, at "discretion," or when sent on particular duty beyond signal distance.

Two vessels will, as a general rule, be sent in chase of all vessels to be chased to the seaward. Vessels sent in chase will keep the commanding officer on the blockade informed from time to time by signal of character or appearance of the strange vessel to enable him to send additional force in case the stranger should have the appearance of being armed.

10. The foregoing special signals should be repeated after an interval of five or ten minutes, either by the vessel first making the signal or by one of those nearest to it. The answer will be such signals as the commanding officer may consider necessary under the circumstances.

The foregoing instructions, special signals, etc., take the place of all previous ones on this blockade.

THORNTON A. JENKINS,
Captain and Senior Officer Present.

U. S. S. RICHMOND,
Off Mobile Bar, January 27, 1864.

Additional instructions for the commanders of vessels on the blockade off Mobile.

11. Commanders of vessels on the Mobile blockade are authorized to leave their positions temporarily during the day (but to be resumed before or as soon after dark as circumstances may require) to communicate with or to lie near the senior officer's vessel, whenever they may consider it necessary or convenient, if the state of the atmosphere and weather is such as to justify the withdrawal of their vessels.

12. Commanders of vessels wishing to communicate with or to pass any of the blockade after dark will hoist their night distinction lan-

tern lights. When near the vessel or vessels approached, they will be answered by the exhibition of a white light lantern until the approaching vessel is within hail or shall have passed. If the approaching vessel wish to communicate, either by speaking or by boat, the night distinction lights will be lowered and the engine stopped.

If the vessel is only passing, the light will be kept up, and she will proceed on her course, unless required to stop to enable the approached vessel to identify her.

13. No vessel on the blockade must proceed at night when hailed by another vessel on the blockade until the hailing vessel is satisfied of the identity of the one hailed.

14. No strange vessel is to be permitted to pass inside of the line of blockade at any time, but more especially at night. Any vessel attempting to pass inshore of any blockading vessel or inside of the line of the blockading vessels must be dealt with promptly and, if necessary, summarily. Neither national flags nor signals are to be regarded in such cases, due warning having been previously given, either by blank cartridge or by speaking.

15. The night distinction lantern lights of the vessels on the blockade moving at night within the lines or immediately outside of them, in going to or returning from a station, must be answered by all vessels of the blockade near which they may pass by a single white light lantern exhibited in such a manner as to mask it from all except those on board of the passing vessel.

16. Whenever an armed vessel is discovered approaching the blockade, the commander of the vessel making the discovery will promptly report the fact by signal and get underway or slip immediately and proceed in the direction of the approaching vessel, taking care to keep inside of the stranger and to turn his vessel's head in the direction he may be steering in time to insure keeping ahead of him. As the stranger is approached, signal is to be made of the appearance, flag carried, and supposed character.

17. Vessels on the blockade discovering the enemy approaching or seeing signals reporting an armed vessel or foreign man-of-war approaching will get underway or slip immediately without waiting for a signal from the commanding officer and take position to prevent the possibility of running the blockade through either of the guarded channels.

18. When vessels of war of friendly nations approach the blockade and express a wish to communicate with the commanding officer, they must be accompanied by not less than two of the vessels of the blockade (one on either bow and a little ahead of the stranger) to an anchorage a short distance outside of the senior officer's ship, where he must be requested to anchor. The accompanying vessels will not anchor, but keep their positions near the stranger until otherwise ordered by the commanding officer.

19. When the signal is made to chase during the day the vessels so ordered will either slip or get underway as the urgency or otherwise of the case may require.

20. When the enemy is discovered at night, signal is made of his approach, or when signal is made to prepare for battle, form line of battle, or rally upon the senior officer's ship, all the vessels of the blockade will slip, spread fires, and place themselves in position and in readiness for vigorous action immediately.

21. When two or more blockading vessels are in chase, if in the day-time, the vessels in sight of the one chased will keep the other vessels in chase fully informed by signal of the movements of the chased vessel. If at night, the course will be indicated by the exhibition of a white lantern light over the stern or quarter, masked from the vessel chased.

22. When it can be avoided, vessels belonging to the blockade will not return to it at night unless they were in sight and recognized by signal before dark; but in case a vessel should have to approach the line of blockade after dark, the name and number must be indicated, first, by Coston signals, and to be recognized and answered by hoisting and keeping up the night-light lantern distinction until near the senior officer's vessel and until that vessel's white lantern light is withdrawn or hauled down.

23. When vessels belonging to the blockade are sent away for supplies, the commanding officers are expected and required to fill up with coal, provisions, and small stores and return to their stations on the blockade in the shortest possible time.

24. When vessels are sent for supplies they are not to be detained in port for refitting, overhauling, or making repairs beyond the time necessary to take on board the supplies which may be required.

25. When vessels are on the eve of departure from the blockade for supplies, their commanders will inform the senior officer present (in case any refitting, overhauling, or repairing is needed which might detain the vessel in port for a longer time than would probably be required to take those supplies on board) the length of time required and the extent of overhauling, refitting, or repairing needed, and obtain his authority for the necessary detention before commencing the work.

26. It is desirable that none of the vessels on the blockade be detained after the coal on board is reduced to the quantity equal to four days' full steaming. Commanding officers are therefore requested to keep the commanding officer fully informed in regard to the state of their coal to enable him to make provision accordingly.

27. Commanders of vessels on the blockade are expected and required to see that the coal bunkers are properly trimmed down and stowed to the full extent of their capacity and that on leaving port to return to the blockade there is not less than two months' full supply of provisions, clothing, and small stores on board for the full complement of men.

THORNTON A. JENKINS,
Captain and Senior Officer, Blockade off Mobile.

U. S. S. RICHMOND,
January 28, 1864.

Instructions for picket vessels and rowboats.

U. S. S. RICHMOND, *January 27, 1864.*

As a general rule the picket vessel and boat, or one or the other alone, as the case may be, will proceed from their day positions or ships in time to cross the bar of the Main Ship Channel as soon after dark as it may be deemed proper, having due regard to concealments from the enemy inside the bay.

The picket vessel will tow the picket boat over the bar.

The picket boat will return to the picket vessel at or before the dawn of day.

The picket vessel will return from the anchorage inside of the bar at early daylight with the picket boat in tow and take her to the vessel to which she belongs.

In case the water inside the bar should become rough during the night the picket boat will lose no time in returning to the picket vessel. In like case the picket vessel will come outside of the bar with the picket boat and anchor until daylight or take the picket boat to the vessel to which it belongs, as may be deemed best, having due regard to the state of the weather and sea.

The picket vessel will be sent in the afternoon near the vessel whose turn it may be to send the picket boat for the night.

In case a picket boat is sent inside of the bar alone the officer in command will regulate his movements in regard to crossing the bar, remaining in the channel, returning to his vessel, etc., as hereinbefore directed.

In case the weather becomes suddenly bad, the sea rough, with the current too strong to allow the boat to remain in the channel with safety, the officer in command will proceed immediately to the vessel nearest to him or to the one most easily reached, having regard to the force and direction of the wind and tide.

Picket boats are not to go beyond the northern point of Sand Island unless specially directed to do so. Ordinarily the picket boat should remain within 600 or 800 yards to the northward of the picket vessel.

The commanding officer of the picket boat will keep his boat underway or at anchor, with a light boat's anchor (in the latter case taking care to see the boat does not drift), as circumstances may permit. In general, especially in dark, foggy, or hazy nights, the boat should pull about the channel.

A sharp lookout must be kept at all times while on picket duty to prevent surprise.

No vessel or boat is to be allowed to approach the picket boat from the bay, or, indeed, from any quarter.

In case enemy's vessels or blockade runners or pilot or other boats are discovered, warning must be given immediately by burning the prescribed signal lights, taking care, however, to get out of the way of a superior force by pulling into shoal water before making the signals.

The following signals will be made to meet the prescribed cases:

1st. If an armed vessel of the enemy is seen approaching or coming out, the Coston light No. 5 (the present corrected number, red) must be burned, followed immediately by a rocket.

2d. If two or more vessels of the enemy are seen approaching or coming out, the Coston light No. 5, red, will be burned, followed immediately by two rockets in quick succession. Signals Nos. 1 and 2 must be repeated by the picket vessel or the vessel or vessels near the main channel entrance.

3d. If a vessel is seen running out, the Coston light No. 3 (white and red) must be burned, and if a steamer, to be followed immediately by a rocket sent up in the direction the steamer was last seen or in the direction of the course she appeared to be steering when last seen inside of him.

4th. In case the picket boat or vessel needs assistance, Coston light No. 9 (green and white) must be burned, and repeated after a short interval if necessary.

The picket vessel (in case the enemy's armed vessel or vessels appear at night) will, after making the prescribed signal, proceed toward the commanding officer's vessel and communicate what he may have seen by speaking to the commander of each vessel he has to pass near to in doing so.

The picket boat must have an officer in charge, one coxswain, and not less than eight oarsmen.

The officer and crew are to be completely armed with carbines or rifle muskets, revolvers, and ship's cutlasses; the arms to be protected against rain and spray. A full supply of ammunition (carefully put up and secure against wet in proper packages and properly marked for each description of firearms) must be provided.

There must be a grapnel, with a suitable line attached, kept in the bow, and one in the coxswain's box of the boat for grappling small vessels or boats. A grapnel or boat's anchor of the necessary weight, with a good length of line, for anchoring must be provided.

A complete set, with a few extra muffers for the oars; a boat's compass; a lead line marked to feet; a breaker of fresh water; a bag of hard bread; a supply of Coston lights, Nos. 3, 5, and 9, and not less than three rockets, with their staves fitted, and a rocket chute for firing them; a lint stock (slow match), flint steel, and tinder (tinder box); two tourniquets; two tin pans and pots; a bucket for bailing; one hatchet; one boat ensign and a few nails (assorted sizes and different kinds), felt or lead, or both, for covering holes either of shot or rocks; a lantern, with a painted cover to fit snugly over it, but easily removed, and a night's supply of candles.

A password will be given to the officer of the picket vessel stationed inside of the bar, or he will select one himself in case he does not receive one for the night from the commanding officer, which he will communicate to the officer commanding the picket boat, to be given to the picket vessel in answer to a hail from her.

The words selected should be short and easily repeated, and written on a slip of paper for the officer of the deck and the officer commanding the picket boat.

The officers and boats' crews sent on picket duty are to be thickly or comfortably clad in blue, with pea-jackets, good shoes and stockings, etc.

The ammunition and bread must be covered by a tarpaulin.

The commanding officer of the picket boat will be held to a strict account in the performance of his duties.

He must not, under any pretense whatsoever, endanger the safety of the boat or the men unnecessarily, and he will not be excused for going beyond the limits of his prescribed beat for any purpose unless specially ordered to do so. He will use his arms and all the force under his command prudently, but firmly and vigorously, if opportunity should present itself or necessity compel him to use them at all. In case of stress of weather or of accident he will endeavor to reach (or to obtain assistance from) the vessel of the blockade most accessible to him.

In going into the station and also during the stay there a careful watch should be kept upon Sand Island, as well as the channels, to prevent surprise.

The senior officer will inform the commander of the vessel who is to furnish a picket boat for the night by signal in advance of the picket vessel.

THORNTON A. JENKINS,
Captain and Senior Officer, Blockade off Mobile.

Letter of commendation from Rear-Admiral Farragut, U. S. Navy, to Commodore Bell, U. S. Navy, granting leave of absence by permission of the Department.

U. S. FLAGSHIP HARTFORD,

New Orleans, January 27, 1864.

DEAR COMMODORE: Having completed the duty of turning over the papers, etc., connected with your temporary command of this squadron for the last five months, during much of which time you have had to contend with the evils of a sickly season, in addition to the harassing duties of your position, I take great pleasure in expressing to you my satisfaction at the state in which I find things, and the hope that your long and faithful services will be fully appreciated by the Department, and that you may be further rewarded by a short and pleasant passage home and a happy meeting with your family.

The Department having authorized your return North upon my arrival, you can avail yourself of the first suitable opportunity, and believe me, very truly,

Your friend and obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Commodore H. H. BELL, U. S. Navy,
Late Commanding Western Gulf Blockading Squadron.

Letter from Rear-Admiral Farragut, U. S. Navy, to Major-General Banks, U. S. Army, in the interests of the construction of new buildings at Pensacola navy yard.

U. S. FLAGSHIP HARTFORD,

New Orleans, January 27, 1863 [1864].

DEAR SIR: Commodore Smith, in command of the navy yard at Pensacola, in obedience to orders from the Navy Department to build a hospital and other houses in the yard, made a contract with Captain S. P. Griffin to saw lumber for those purposes, and I have to request that you will give the necessary orders to the commanding officer of the military forces in Pensacola Bay, so that he may not be prevented or interfered with in his work.

It appears that Captain Griffin placed his mills on Santa Rosa Island, which I presume General Asboth conceives to be an infringement upon his premises and has refused to let him have the logs which drift upon the Island and which broke loose from the yard.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Major-General N. P. BANKS, U. S. Army,
Commanding Department of the Gulf, New Orleans.

Letter from Rear-Admiral Farragut, U. S. Navy, to the United States Marshal at New Orleans, regarding the disposition of foreigners captured on blockade runners.

U. S. FLAGSHIP HARTFORD,
Off New Orleans, January 28, 1864.

SIR: I have to acknowledge the receipt of your note of the 26th, in which you desire to have my opinion in relation to the confinement or disposition of the British blockade runners.

The only instructions I have received on the subject from the Department directed the release of foreigners after the condemnation of the vessel, but believing as I do, that there should be no such distinction made, I would gladly avail myself of your instructions and turn them over to the court. We are in the habit of sending to the North all persons found on board captured vessels except a sufficient number to appear before the court for her condemnation; but if they are not confined on their arrival there, we only offer them a greater facility for getting back to Nassau, Havana, or England to try their fortunes again.

My opinion in relation to those placed in possession of the court is that they should be turned over to the provost-marshal for confinement as prisoners of war for exchange.

We have no place of security for them.

I am, very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

JAMES GRAHAM, Esq.,
U. S. Marshal, New Orleans, La.

Memorandum of G. Forscheimer and P. Helman regarding the defenses of Mobile.

Left Mobile on the 20th January. Reinforcements from Johnston's army arrived that day, about 3,000. It was stated that 10,000 were expected.

Major-General Maury and Admiral Buchanan are still the commanding officers. Commodore Farrand is the second naval commander.

Several thousand negroes are continually working on the fortifications, which are nearly completed from the old light-house to the terminus of the Mobile and Ohio Railroad, near the city, inside the swamps, and Three Mile Creek.

The garrison at Fort Morgan, 1,000 strong, had laid down their arms, but were induced by General Maury to take [them] up again.

Provisions and all supplies very scarce. Ammunition plenty, as two Government steamers ran in three weeks ago loaded with ammunition.

Prices of everything very high. Flour, \$160 per barrel; coffee, \$12 per pound; boots from \$120 to \$200 per pair; common overcoat, \$200; and common suit of clothes from \$200 to 300.

The spirit of the people is broken, but the officers determined to defend the city to the last. The Mobile and Montgomery Railroad is not guarded.

The terminus of the Mobile and Montgomery Railroad is 10 miles above Blakely, at Hall's House, the depot entirely surrounded by swamps and accessible within 3 miles only on the trestlework. Trains run regularly once a day from and to.

The small steamer *Boston* is still there, but ready to run the blockade, well provided with ammunition.

G. FORSCHEIMER.
P. HELMAN.

JANUARY 29, 1864.

Report of Rear-Admiral Farragut, U. S. Navy, regarding the proposed conversion of the U. S. vessels Bohio and Kittatinny into colliers.

No. 11.]

FLAGSHIP HARTFORD,
Off New Orleans, January 29, 1864.

SIR: I find that the sailing vessels *Kittatinny* and *Bohio* are of no use as vessels of war, and I think that the best thing I can do with them is to convert them into colliers and send them down on the coast of Texas to supply the vessels of war blockading that coast. The chartering [of] vessels for that purpose is attended with great expense, as it is also at great risk.

The ship *Sportsman*, which has been in attendance on the squadron as ordnance ship, has been ordered to be discharged. By using the *Nightingale* we will be able to store the ordnance stores in her. She will require some repairs, being much wormed above her copper. We will have to put on one or two streaks of copper also.

I am doing all in my power to dispose of the sailing vessels and take their officers and crews for the steamers.

I hope to leave here to-morrow or the day after for Mobile and Pensacola.

All of which is respectfully submitted by your obedient servant,

HON. GIDEON WELLES,
Secretary of the Navy.

D. G. FARRAGUT,
Rear-Admiral.

Order of Rear-Admiral Farragut, U. S. Navy, to Commander Strong, U. S. Navy, regarding discharge of men whose terms of service have expired.

U. S. FLAGSHIP HARTFORD,
New Orleans, January 30, 1864.

CAPTAIN: I have received the petition of the men of your ship whose terms of service have expired.

Be pleased to state to the men that I have already written to the honorable Secretary of the Navy upon the subject of their discharge; but let them know that we are led to believe by the best information that the rebels are about to make a dash at the blockading fleet, which is the strongest reason for detaining them for that purpose; that conflict once decided, I shall do all in my power to have them discharged, but thus far I have not the right to discharge anyone without the sanction of the Department.

Very respectfully,

Captain J. H. STRONG, U. S. Navy,
Monongahela.

D. G. FARRAGUT,
Rear-Admiral.

Letter from Rear-Admiral Farragut, U. S. Navy, to Captain Jenkins, U. S. Navy, referring to the blockade runners Isabel and Boston.

U. S. FLAGSHIP HARTFORD,
Off New Orleans, January 30, 1864.

CAPTAIN: I have received your several communications and sent those forward intended to go to the Department.

I see by the papers that the *Isabel* did get out, as you supposed, and arrived at Havana, but threw overboard 150 bales of cotton in a gale or in a chase. And that the *Boston* was all ready to run, as you supposed, and has done so by this time. I hope you will catch her. I am making every exertion to get off; hope to be with you in two or three days.

I was delighted to hear of the surrender of the company of soldiers at Pensacola. I think there will be more of that done in a short time.

Tell Commodore Smith we will lend him the first of our boats that arrives out, to relieve the *Jasmine*, so as to have her propeller fixed.

Very truly and respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Captain T. A. JENKINS,
Commanding Blockade off Mobile.

Order of Captain Jenkins, U. S. Navy, to Lieutenant-Commander Bigelow, U. S. Navy, to furnish information regarding affairs in Mississippi Sound.

U. S. S. RICHMOND,
Blockade off Mobile, January 30, 1864.

SIR: Having failed to find either the *Calhoun* or *J. P. Jackson* off Grant's Pass since I have been in command of the blockade, and not having received any reports, either from you or the commanding officer at Ship Island by the *Jasmine* on her last trip from New Orleans via Ship Island, I have determined to send a vessel to Ship Island to ascertain what is now going on, and what has been done in Mississippi Sound during the last twenty-five days.

You will please report the cause of the withdrawal of the steamer from before Grant's Pass, and why reports have not been made to me of your movements, etc., in the Sound.

Respectfully,

THORNTON A. JENKINS,
Captain and Senior Officer, Commanding Mobile Blockade.

Lieutenant-Commander GEO. A. BIGELOW,
U. S. S. *Calhoun*, Mississippi Sound.

Abstract log of the U. S. S. Gertrude, Acting Master Wade, U. S. Navy, commanding.

January 30, 1864.—Off Mobile. At 4:15 p. m. got underway and ran into Main Ship Channel. Saw a small raft inside the bar, supposed to be a torpedo; lowered a boat and went alongside of it, found it moored, cut the moorings and took it in tow and started for the

Richmond. At 6:30 hove to off the *Richmond*. At 7 left *Richmond* and steered for Pensacola with suspicious raft in tow.

January 31.—At 7:30 a. m. came to off Pensacola Bar. At 9:30 got underway and steered in over Pensacola Bar. At 11:40 came to off the navy yard. At 2 p. m. hove up anchor and left torpedo that we had brought from Mobile fast to the *Potomac's* launch.

Report of Commodore Thatcher, U. S. Navy, commanding U. S. S. Colorado, regarding arrival at Martha's Vineyard, en route to Portsmouth, N. H.

U. S. S. COLORADO,
Martha's Vineyard, [Vineyard] Sound, January 31, 1864.

SIR: I have the honor to inform the Department that I sailed in this ship from the South West Pass, Mississippi River, on the 16th instant for Portsmouth, N. H., but in consequence of bad weather and a dense fog I anchored here last night to await a favorable change, and shall leave for Portsmouth on the first favorable moment.

I have the honor to be, sir, very respectfully, your obedient servant,

H. K. THATCHER,
Commodore.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of Captain Gillis, U. S. Navy, to Lieutenant-Commander Perkins, U. S. Navy, commanding U. S. S. Sciota, regarding the U. S. bark William G. Anderson.

U. S. STEAM SLOOP OSSIPPEE,
Off Galveston, January 28, 1864.

SIR: Please inform Acting Volunteer Lieutenant Smith where the bark *Anderson* may be found. He takes orders for her to proceed without delay to South West Pass and report by telegraph to Rear-Admiral Farragut at New Orleans.

Let me know by letter the condition of affairs—naval and military.
Respectfully, yours,

JNO. P. GILLIS,
Comdg. 2d Div., West Gulf Blockdg. Squadron, Coast of Texas.

Lieutenant-Commander G. H. PERKINS,
Commanding U. S. S. Sciota.

Order of the Secretary of the Navy to Lieutenant-Commander Wells, U. S. Navy, to proceed to duty in the West Gulf Squadron.

NAVY DEPARTMENT, *February 1, 1864.*

SIR: As soon as the U. S. ironclad * steamer *Galena* is ready for sea proceed with her to New Orleans and report to Rear-Admiral D. G.

* Formerly an ironclad.—COMPILER.

Farragut for duty in the West Gulf Blockading Squadron, touching off Mobile on the way and communicating with the senior naval officer there.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Lieutenant-Commander C. H. WELLS, U. S. Navy,
Commanding U. S. S. Galena, Philadelphia.

Order of Rear-Admiral Farragut, U. S. Navy, to Acting Master Bennis, U. S. Navy, to proceed to duty at Sabine Pass.

U. S. S. HARTFORD,
New Orleans, February 2, 1864.

SIR: Transfer your crew to the U. S. ship *Portsmouth*, stores of every description to the naval storekeeper, and deliver the *Sam Houston* to Acting Master Jones, and then take passage in the steamer *Augusta Dinsmore*, or the first steamer going to Sabine Pass, and on your arrival report yourself to Lieutenant-Commander Chester Hatfield for duty on board the U. S. S. *Aroostook*.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Acting Master S. V. BENNIS, U. S. Navy,
U. S. S. Aroostook.

Order of Captain Jenkins, U. S. Navy, to Lieutenant-Commander Greene, U. S. Navy, to furnish written reports regarding affairs in vicinity of Mississippi Sound.

U. S. S. RICHMOND,
Blockade off Mobile, February 2, 1864.

SIR: I have dispatched the *Octorara*, Lieutenant-Commander W. W. Low, to Ship Island and the Mississippi Sound, to ascertain the state of affairs in that quarter.

You will transmit through Lieutenant-Commander Low to me reports in writing of all rumors and information obtained from refugees and others in regard to the operations and movements of the enemy in Mississippi Sound and vicinity.

You will also inform me what coal vessels are at Ship Island, the quantity of coal on board each, the rates of demurrage of each vessel, and the quantity of coal, on an average, required to supply the *Jackson* and *Calhoun*, as at present employed. You will be careful to transmit full reports to the senior officer at this place of all matters of a public nature by every opportunity, either for this anchorage or for Pensacola direct.

Respectfully,

THORNTON A. JENKINS,
Captain, Commanding Blockade off Mobile.

Lieutenant-Commander CHAS. H. GREENE,
Commanding U. S. Ship Vincennes.

Order of Captain Jenkins, U. S. Navy, to Lieutenant-Commander Bigelow, U. S. Navy, to furnish written reports regarding affairs in vicinity of Mississippi Sound.

U. S. S. RICHMOND,
Blockade off Mobile, February 2, 1864.

SIR: I have dispatched Lieutenant-Commander Low, commanding U. S. S. *Octorara*, to Ship Island and the Mississippi Sound to examine into and report the state of affairs in that quarter.

You will give him all the information that you may have received from refugees and from any other sources in regard to the operations and movements of the enemy in Mississippi Sound, at Cedar Point, Grant's Pass, and their vicinities, and also forward to me a written report of the same.

You will report how and where the steamers *Jackson* and *Calhoun* have been employed since the 8th ultimo, giving dates of arrival at and departures of both vessels from places inside by them during that period of time, specifying particularly the time of arrival at and departure from Grant's Pass of each of the steamers, and the name of the relieving vessels. The instructions in regard to taking in coal and other supplies to be strictly carried out.

The vessels employed in Mississippi Sound are not to lie at anchor off the residence of Mrs. Waters, nor of that of any other residence on Horn Island, nor are officers or men or others to be allowed to absent themselves from their vessels, or go on fishing, hunting, or other excursions.

Respectfully,

THORNTON A. JENKINS,
Captain, Commanding Blockade off Mobile.

Lieutenant-Commander GEO. A. BIGELOW,
Commanding U. S. S. Calhoun.

Order of Captain Jenkins, U. S. Navy, to Lieutenant-Commander Bigelow, U. S. Navy, regarding measures for the protection of Grant's Pass.

U. S. S. RICHMOND,
Blockade off Mobile, February 2, 1864.

SIR: A steam vessel must be kept always off the station at Grant's Pass; the *Calhoun* and *J. P. Jackson* will relieve each other in the performance of that duty until further orders.

Should either vessel break down or require repairs, the fact must be reported by signal across Dauphin Island to the vessel stationed nearest to Grant's Pass on this side or by boat through Petit Bois or Horn Island Pass, as circumstances, weather, etc., may permit.

The vessel not employed in watching Grant's Pass will patrol the sound, and, when not required to be underway, to be anchored at night close to Horn Island Pass, to intercept vessels which may attempt to run in or out through that pass. When communication is desired by the commanding officer on this side of Dauphin Island, the vessel sta-

tioned off Grant's Pass or the other one, if not on other duty in the sound, will do so by signal.

Respectfully,

THORNTON A. JENKINS,
Captain, Commanding Blockade off Mobile.

Lieutenant-Commander G. A. BIGELOW,
Commanding U. S. S. Calhoun.

Report of Commodore Thatcher, U. S. Navy, commanding U. S. S. Colorado, announcing arrival at Portsmouth, N. H.

U. S. S. FRIGATE COLORADO,
Portsmouth, N. H., February 3, 1864.

SIR: I had the honor to address the Department on the 31st ultimo from Martha's Vineyard, [Vineyard Sound], at which port I anchored with this ship under my command on that day to escape a storm. On the 2d instant she sailed from that anchorage and we arrived here this evening.

I sailed from the South West Pass, Mississippi River, on the 16th ultimo, under orders from Commodore H. H. Bell, commanding squadron (pro tem.), to proceed to this port, and on the 20th ultimo touched at Key West for coal, and sailed thence on the 23d.

The terms of service of 452 men of this ship's company have expired, and 231 men from this ship whose terms of service had not expired were exchanged into various vessels of the West Gulf Blockading Squadron for those whose terms of service had expired.

All the ammunition of the *Colorado*, except sufficient for the probable emergencies of the passage north, was transferred to the ordnance vessel on the day previous to my departure from the passes, by order of the commander of the squadron, also a 150-pounder rifled Parrott gun. All the stores of the ship belonging to the engineer's, boat-swain's, carpenter's, and sailmaker's departments, except sufficient for the necessities of the passage home, were left at New Orleans.

I have the honor to be, sir, very respectfully, your obedient servant,
H. K. THATCHER,
Commodore.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Rear-Admiral Farragut, U. S. Navy, regarding affairs on the coast of Texas, and transmitting letters relative to ship Alsterdam and bark Herbert, under charter to transport arms to Matamoros, Mexico.

No. 14.]

U. S. FLAGSHIP HARTFORD,
Off New Orleans, February 4, 1864.

SIR: (1) Since my last communication I have received information from the coast of Texas in relation to the movements of the enemy. General Magruder is supposed to have about 20,000 infantry and artillery and about 5,000 cavalry. Our people in the neighborhood of Brazos Santiago have had a little skirmish with them, but our gun-

boats drove them off, and our troops, having made their reconnoissance/fell back to their intrenchments.

(2) Captain Gillis expresses his regret that our army was not able to follow up its successes, as the enemy have been very active in fortifying their positions, especially Galveston. They have now, it is said, some 39 guns mounted on the several forts and several gunboats in the bay, two of which are reported to be ironclads. I do not give much credit, however, to this last item, nor do I believe they have as many guns in Texas.

(3) Captain Gillis sent up by the supply vessel ten or twelve deserters and refugees, also the crew of a small captured schooner. By the same vessel I received (through General Banks) a communication from our consul at Altona, [Germany], to Mr. Seward, and also one, from Mr. Seward, directing that any naval officer who might be so fortunate as to fall in with the vessels named therein should capture them. Also a letter from General Herron (a copy of which is enclosed), showing that he has probably made capture of the *Herbert*. In hopes of overtaking the other, the ship *Alsterdam*, I immediately sent a vessel down to the mouth of the Rio Grande. On receiving the dispatches of Captain Gillis I was disappointed to learn that we had no vessel at the mouth of that river; but he informed me that his force was too limited to spare anything from Galveston under the circumstances.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosures.]

HEADQUARTERS U. S. FORCES ON THE RIO GRANDE,
Brownsville, Tex., January 26, 1864.

GENERAL: Enclosed please find copies of letters from Mr. Marsh, United States consul at Altona, to Secretary Seward, and letter from Seward to Mr. Pierce, relating to the movements of a Mr. Adams. The letters will explain themselves. Mr. Adams has just arrived at Matamoros, and has the brig *Herbert* lying outside. He has proposed to sell the cargo to us, and the brig is ordered around to Brazos. I will seize her upon arriving there, and send forward full statement of the case.

Mr. Adams expects another vessel in a few days and I would suggest that the naval officer commanding Gulf Squadron be notified of it. I would also suggest that a gunboat be ordered to this point, as she would be useful in cases like the present. Nothing new from the interior of Texas. With great respect,

Your obedient servant,

F. J. HERRON,
Major-General, Commanding.

Brigadier-General C. P. STONE,
Chief of Staff.

[Endorsement.]

Ordered the *Dinsmore* to the coast of Texas to carry supplies and to aid in seizing the vessels named within.

D. G. F.

DEPARTMENT OF STATE,
Washington, November 28, 1862.

SIR: I enclose herein a copy of dispatch No. 29, received this day from W. Marsh, United States consul at Altona, giving information of two vessels, the ship *Alsterdam*, Captain Benson, lying at Bremerhaven, and the bark *Herbert*, Loud, at Antwerp, chartered by agents of the so-called Confederate States to carry arms and ammunition to Matamoras.

You will immediately after the receipt of this dispatch convey the above information to the commanding officer of any United States vessel of war in your vicinity, that a strict lookout may be kept for the said vessels and if they or their cargoes should be found in United States jurisdiction they may be seized as prizes. If, however, they unfortunately succeed in landing their cargoes at Matamoras, you will take all proper steps to prevent the whole or any part thereof from coming into the possession of the insurgents.

I am, sir, your obedient servant,

F. W. SEWARD,
Assistant Secretary.

LEONARD PIERCE, Jr., Esq.,
United States Consul, Matamoras.

Letter from Major-General Dana, U. S. Army, to Lieutenant-Commander Cooke, U. S. Navy, regarding measures for the encouragement of desertion from the Confederate forces.

HEADQUARTERS U. S. FORCES,
Matagorda Bay, February 4, 1864.

Two commissioned officers and one private, deserters from the enemy, have come in this morning. They report that so many lies are told them about the way in which they are treated here that it is very necessary that some of the orders I have had printed and Governor [Andrew J.] Hamilton's address should be circulated among them. Can it not be arranged for a gunboat to send an armed boat ashore, in calm weather, at points anywhere between 5 and 15 miles from the head of the peninsula? These orders can be put in singly (a single copy of each) in a slit in the end of a stick fastened in the sand on the beach. They would be sure to be picked up. The pickets of the enemy go in pairs only, and two of them start down the beach from Caney every two hours. They ride down 16 miles to a house called "Idlebach's," and then ride back.

A few copies of the orders left at the house or at points above it would be picked up by the pickets. I have also some letters written by the deserters to their comrades, relating the kind of reception they meet with here, which I would like to have disposed of in the same way. If a gunboat would put ashore two or three of these sticks every two or three days, or less frequently, the information would certainly get to the men who are desirous of deserting. I can supply copies of the documents whenever the matter is decided upon by your arm of the service. I understand from these men that the demonstrations which

are occasionally made by the gunboats near Caney are very annoying and troublesome to them; they often think we are about to make a landing, and send them miles off for cavalry, which comes down and keeps in the saddle all night. These stampedes have occurred so frequently that their horses have been very much run down and the men overworked and disgusted. I hope demonstrations of threatening to land by shelling and lying in close and getting out boats will continue.

I have the honor to remain, with great respect,

N. J. T. DANA,
Major-General.

Captain COOKE,
Commanding U. S. Gunboat *Estrella*, Senior Officer Present.

Report of Captain Scott, U. S. Navy, commanding U. S. S. De Soto, regarding the capture of the British steamer Cumberland.

U. S. S. DE SOTO,
Off Mobile, February 5, 1864.

SIR: I have the honor to inform the Department that I captured at 10:30 a. m. this day the British steamer *Cumberland*, side-wheel iron steamer of 700 tons, in latitude 29° 40' N., longitude 87° 30' W., attempting to run the blockade. She has an assorted cargo, consisting of dry goods and provisions, also 100 barrels of gunpowder and a large number of arms.

I have sent her, in charge of Acting Master L. H. Partridge, to Key West for adjudication. No other vessels were in sight at the time of the capture. A complete list of the officers and crew entitled to a share in the capture is herewith enclosed.

I have the honor to be, very respectfully, your obedient servant,
G. H. SCOTT,
Captain.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of Rear-Admiral Farragut, U. S. Navy, to Captain Marchand, U. S. Navy, commanding U. S. S. Lackawanna, to proceed to duty in Mobile Bay.

U. S. FLAGSHIP HARTFORD,
New Orleans, February 6, 1864.

SIR: So soon as your vessel can be prepared for sea you will at once proceed to the blockade off Mobile and report to the commanding officer for duty on that station.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Captain J. B. MARCHAND, U. S. Navy,
Commanding U. S. S. *Lackawanna*.

Order of Rear-Admiral Farragut, U. S. Navy, to Acting Master Tibbits,
U. S. Navy, commanding U. S. S. Arizona.

U. S. FLAGSHIP HARTFORD,
New Orleans, February 6, 1864.

SIR: You will come to this place with the U. S. S. *Arizona* and report on your arrival to Commodore Palmer or the senior officer present.

Respectfully,

D. G. FARRAGUT,
Rear-Admiral, Commanding Western Gulf Blockading Squadron.

Acting Master H. TIBBITS,
Commanding U. S. S. *Arizona*, off Brashear City, La.

Order of Rear-Admiral Farragut, U. S. Navy, to Captain Gillis,
U. S. Navy, referring to the loss of two important prizes.

FEBRUARY 6, 1864.

SIR: I send down the *Dinsmore* with provisions and other articles required by your vessels on the coast of Texas, but you are not to delay him a moment longer than you can help, as you will perceive by his orders that his duty at the Rio Grande is urgent. By not having a vessel there we have lost two most important prizes with arms and munitions of war. I also send you a copy of an order from the Secretary of State to capture these vessels if they are fallen in with, unless in "neutral waters," etc.

As soon as the *Princess Royal* arrives out you will send up the *Seminole* for repairs. The *Princess Royal* is expected to get off on the 10th. I will have you relieved as soon as I possibly can. Inform the surgeon that I will do the best we can to accommodate him, but medical officers are scarce.

As to the ironclad gunboats in Galveston, I do not believe they have iron enough in Texas to cover one, and if they come out I expect the *Ossipee* to whip the whole fleet of tin vessels. I only wish there was water enough to get into the port without such great risk of running aground, and we would soon test the question. I see by the Secretary of the Confederates (Mr. Mallory's) report the *Harriet Lane* is ready for sea. You say she has no masts in. These reports are circulated to deceive us and keep us uneasy, but they only keep us on the alert.

D. G. FARRAGUT.

Captain J. P. GILLIS,
Comdg. the Second Div. of the Gulf Squadron,
Off the coast of Texas.

Order of Rear-Admiral Farragut, U. S. Navy, to Captain Drayton, U. S. Navy, to assume command of the U. S. S. Hartford.

U. S. FLAGSHIP HARTFORD,
At Sea, February 7, 1864.

SIR: You will take command of the U. S. steam sloop *Hartford*, but will not consider it as relieving you from the duties of captain of the fleet.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Captain PERCIVAL DRAYTON, U. S. NAVY,
Captain of the Fleet.

Engagements with batteries at Caney Bayou, San Bernard River, and Velasco, Tex., February 6-9, 1864.

Report of Lieutenant-Commander Perkins, U. S. Navy, commanding U. S. S. *Sciota*.

U. S. GUNBOAT SCIOTA,
Off Pass Cavallo, Tex., February 16, 1864.

SIR: I have the honor to make the following report:

February 1.—The *Aroostook* arrived here for coal, and, learning through a rebel deserter to the army that a steamer was expected to run the blockade at Brazos, I ordered the *Queen* to relieve the *Aroostook* off Velasco until she returned. The *Queen* arrived here from the Brazos on the 7th. General [N. J. T.] Dana being anxious that a reconnoissance should be made up the coast and that some general orders and President's proclamations should be landed at different points within the enemy's lines, I left this place on the 7th to carry out his wishes, leaving the *Queen* here.

February 8.—While passing San Bernard, was fired upon by a battery of three guns. I returned the fire.

February 9.—In company with the *Aroostook*, attacked the batteries at Velasco and San Bernard River. Found six guns, about 32-pounders, 33 hundredweight, I should judge, at Velasco, and three 12-pounders at San Bernard. We anchored off Caney Creek that night. The battery at Caney has one 30-pounder Parrott and about four 32-pounders, 33 hundredweight, and should judge that they had a force of about 4,000 or 5,000 troops there.

I returned here on the 10th instant and filled up with coal. On the evening of the same day the *Augusta Dinsmore* arrived. I sent the coal schooner *Pequonnock* inside with the *Estrella's* machinery, and I presume that she having 125 tons left, the *Estrella* will take the balance, when I shall send her direct to New Orleans. I have kept myself constantly posted in regard to movements at the Rio Grande, having frequent communications with the commanding general here, who hears weekly from the commanding general at Brownsville, also from army transports which touch here on their way to New Orleans.

Everything is quiet along the coast to the sound. The only blockade running now seems to be at Velasco. Owing to four or five army transports lying outside without protection, I have not deemed it proper to be absent from this place unless with sufficient reasons for

so doing. The *Aroostook* reports having seen a bark-rigged steamer burning black smoke about 30 miles off this place.

February 16.—Received a communication from the commanding general at this place, stating that in the attack at San Bernard and Velasco, February 9, three of the enemy were killed and several wounded, which he learned through a rebel deserter. The *Estrella* came out this morning on her trial trip. I shall leave for Aransas this evening and return to-morrow, there having been no communication with that place for some time.

I am, very respectfully, your obedient servant,
G. H. PERKINS,
Lieutenant-Commander.

Captain JOHN P. GILLIS,
Commanding U. S. Naval Forces, Coast Texas.

Abstract log of the U. S. S. *Sciota*, Lieutenant-Commander G. H. Perkins, U. S. Navy, commanding.

February 8, 1864.—At 1 p. m. opened fire on the rebel batteries at San Bernard River. Fired 11 shots from the XI-inch gun. At 2:20 p. m. ceased firing. At 2:30 saw the *Aroostook*. At 8:30 p. m. came to anchor off Velasco.

February 9.—At 10 a. m. got underway. At 10:20 went to general quarters and opened fire on the forts at Velasco, which was returned by the forts. At 11 ceased firing and stood to the southward along the coast in company with the *Aroostook*. At 11:50 fired shot from the rifle gun at a wagon on shore. At 1:15 p. m. went to quarters and opened fire on the batteries at the mouth of the San Bernard River, which fire was returned with three guns. At 2 ceased firing and stood to the southward along the coast with the *Aroostook*. At 11:30 p. m. anchored off the rebel batteries at Caney Creek.

Abstract log of the U. S. S. *Queen*, Acting Master Robert Tarr, U. S. Navy, commanding.

February 7, 1864.—At 6 a. m. weighed anchor and steamed down the coast. At 7:30 came to about 10 miles below Caney Creek and sent first cutter ashore in charge of Ensign Nelson, with the proclamation of the President and the address of Governor [Andrew J.] Hamilton to the people of Texas, which he succeeded in posting up on the beach without seeing any of the rebels. At 7:50 the boat returned. At 11 a. m. passed a body of our troops on the beach picking up firewood. At 12 m. made the *Sciota* lying off Pass Cavallo; bore up for her. At 1:30 came to anchor off Pass Cavallo in 5½ fathoms.

Abstract log of the U. S. S. *Aroostook*, Lieutenant-Commander Chester Hatfield, U. S. Navy, commanding.

February 6, 1864.—At 6:30 a. m. saw strange steamer. At 8:30 made strange sail to be a friend! Stood to westward. Saw dismasted schooner under battery at Caney Creek. Took in all sail and com-

menced firing at battery, which returned our fire. Expended 5 XI-inch shrapnel and 12 XI-inch shell, 13 24-pounder howitzer shrapnel, and 25 20-pounder rifle shell. Fore-topmast stay and fore guy shot away.

February 7.—At 9:30 a. m., while passing rebel batteries at Caney Creek, was fired upon, two shot passing over us. At 10:15 came to anchor off Caney Creek.

February 9.—Off Velasco. At 9:30 a. m. got underway, beat to quarters, and engaged rebel battery at Velasco, they returning our fire. Expended 16 XI-inch shell and 11 20-pounder rifle shell. At 10:30 stood along the shore. At 1 p. m. engaged a rebel battery off San Bernard River: Expended 23 XI-inch shell and 14 20-pounder rifle shell, 10 24-pounder howitzer shrapnel, 4 12-pounder howitzer shell, 23 XI-inch 15-pound charges, and 14 2-pound rifle charges. The rebels fired in return, hitting us twice, carrying away our fore-topgallant backstay and sent a shot through our quarter-deck bulwarks. At 3:30 ceased firing. At 4:15 came to anchor off Caney Creek.

Report of Brigadier-General Bee, U. S. Army, regarding the engagement at Caney Bayou.

HEADQUARTERS ARMY IN THE FIELD,
Ewing's Plantation, February 7, 1864.

SIR: I have the honor to report that the enemy fired 66 shots at the fort at the mouth of Caney [Bayou] with great accuracy, wounding 3 men and 3 horses. The command behaved with great coolness. When an official report is made I will forward a copy for the information of the major-general commanding.

Very respectfully, your obedient servant,

H. P. BEE,
Brigadier-General.

Brigadier-General SLAUGHTER,
Chief of Staff.

Order of Captain Gillis, U. S. Navy, to Lieutenant-Commander Perkins, U. S. Navy, to keep a strict lookout for the approach of the blockade runners Herbert and Alsterdam.

U. S. STEAM SLOOP OSSIPPEE,
Off Galveston, February 8, 1864.

SIR: I hope you have availed yourself of the opportunity afforded by the return of army to Pass Cavallo from reconnoissance along the peninsula to visit the Rio Grande, the necessity for which I verbally stated to you before your departure from this anchorage, and had written Commander Strong on the subject.

The U. S. S. *Augusta Dinsmore*, en route for the Rio Grande, where she may remain two or three weeks, will leave stores and mail for you and other vessels at Pass Cavallo.

You will keep a good lookout along coast to southward, as the bark or brig *Herbert* and ship *Alsterdam* are supposed to be at the Rio Grande or on the coast, intending to run the blockade with arms and ammunition. Rear-Admiral Farragut orders their capture, if not in

neutral waters. The brig is supposed to be under English colors, and the ship probably under Hamburg colors. Captain Loud commands the former and Captain Benson the latter.

Have you any news, military or naval?

Yours by Anderson received.

Very respectfully,

JNO. P. GILLIS,

Comdg. Second Div. Western Gulf Blockdg. Squadron, Coast of Texas.

Lieutenant-Commander G. H. PERKINS,
Commanding U. S. Gunboat Sciota.

The *Queen* leaves for New Orleans via Galveston on arrival of *A. Dinsmore*.

Order of the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, regarding the discharge of seamen in the Gulf Squadron.

NAVY DEPARTMENT, *February 9, 1864.*

SIR: I have received your No. 137, relative to the order of the Department of December 11, 1863, to Commodore Bell, not to discharge men from the Navy without its sanction.

The object of the order was to prevent the depletion of the crews of the vessels of the Gulf Squadron. That squadron on the Gulf Station is looked upon in the light of a foreign station, and therefore our seamen can not claim their discharge there. (See section 17, law of July 16, 1862.)

Those who shipped at New Orleans may be discharged there, but those who enlisted in the Atlantic ports should not be. They can, as you suggest, be sent home in the first vessel coming north after their expiration of service, or when they can be spared without manifest injury to the service.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. G. FARRAGUT,
Comdg. Western Gulf Blockdg. Squadron, New Orleans.

Order of the Secretary of the Navy to the commandant of the navy yard, New York, regarding the U. S. tugs Rose and Pink.

NAVY DEPARTMENT, *February 9, 1864.*

SIR: Order the U. S. tugs *Rose* and *Pink* to proceed carefully to New Orleans and report to Rear-Admiral D. G. Farragut for duty in the Western Gulf Squadron.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral HIRAM PAULDING,
Commandant Navy Yard, New York.

Order of Rear-Admiral Farragut, U. S. Navy, to Acting Master Bruner, U. S. Navy, to assume command of the U. S. schooner Sarah Bruen.

U. S. FLAGSHIP HARTFORD,
Off Pensacola Navy Yard, February 10, 1864.

SIR: You are hereby detached from the U. S. S. *Nightingale* and you will report for the command of the U. S. schooner *Sarah Bruen* without delay.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Acting Master E. D. BRUNER, U. S. Navy,
Commanding U. S. schooner *Sarah Bruen*.

Order of Rear-Admiral Farragut, U. S. Navy, to the commandant of the navy yard, Pensacola, regarding the construction of a scow and buoy.

U. S. FLAGSHIP HARTFORD,
Off Pensacola Navy Yard, February 11, 1864.

COMMODORE: I wish you to have a scow built for the use of the yard, and a buoy to support the offshore moorings off the mouth of the dock. They must both be coppered, the buoy to have a hole through the center for the chain to pass through and a shackle on the top.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Commodore WM. SMITH, U. S. Navy,
Commanding Pensacola Navy Yard.

Letter from the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, regarding the conversion of certain vessels into colliers.

NAVY DEPARTMENT, February 11, 1864.

SIR: The Department acknowledges the receipt of your No. 138, dated the 29th ultimo, and approves of your proposition to convert the sailing vessels *Bohio* and *Kittatinny* into colliers and send them down the coast of Texas to supply the blockading ships there.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Rear-Admiral D. G. FARRAGUT,
Comdg. Western Gulf Blockdg. Squadron, New Orleans.

Capture by the U. S. S. Queen, off Brazos River Pass, of the schooner Louisa, February 11, 1864.

Report of Rear-Admiral Farragut, U. S. Navy.

U. S. FLAGSHIP HARTFORD,
Off Ship Island, February 21, 1864.

SIR: I am informed by Captain Gillis, commanding off Galveston, Tex., that on the 8th instant the steamer *Queen* drove on shore, under the batteries of Caney Creek, a small schooner, and on the 11th captured one called the *Louisa*, of about 100 tons, laden with powder and arms, which she towed to New Orleans. The schooner was reported from Havana, bound to Brazos, in the neighborhood of which she was captured.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy.

Report of Acting Master Tarr, U. S. Navy, commanding U. S. S. Queen.

U. S. S. QUEEN,
Off Galveston, Tex., February 12, 1864.

SIR: I have the honor to report the capture of the schooner *Louisa*, of Nassau, New Providence, 3 miles north by west of the Brazos River Pass [San Luis Pass?], running for the mouth of that river, on the 11th instant, at 12 noon.

In reply to my hail he answered he was from Havana, bound somewhere along the coast of Texas, and did not know of what his cargo consisted, but upon boarding him he gave up to my officer a British certificate of registry and his shipping articles, remarking at the same moment he gave his vessel up as a lawful prize to this ship.

Upon a hasty examination, his cargo proves to be powder, Enfield rifles, salt, cigars, and whisky, and the schooner is about 85 tons, in good order.

I placed a prize crew on board, with all the necessary papers, and ordered the prize master to report to the commanding officer at New Orleans.

Very respectfully, your obedient servant,

ROBERT TARR,
Acting Master, Commanding.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from Rear-Admiral Farragut, U. S. Navy, to Light-House Inspector Bonzano, regarding buoys.

U. S. FLAGSHIP HARTFORD,
Pensacola Navy Yard, February 12, 1864.

DEAR SIR: I find the buoy gone from the tail of the middle ground, and the one on the east is out of its place.

The spar buoys require chaining and coppering. Will you please have them attended to, as we are now running in and out of this harbor day and night, and are likely to do so for some time to come.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

DR. M. F. BONZANO,
Light-House Inspector.

Order of Captain Gillis, U. S. Navy, to Lieutenant-Commander Perkins, U. S. Navy, referring again to the expected arrival of the blockade runners Herbert and Alsterdam.

U. S. STEAM SLOOP OSSIPPEE,
Off Galveston, Tex., February 13, 1864.

SIR: The *Arkansas* leaves to-day with stores, mails, etc., for our vessels to the sound; she goes to the Rio Grande to communicate with the *A. Dinsmore*, and will call on her return for letters, etc.

I regret you did not visit the Rio Grande after return of our troops from reconnoissance up the peninsula. It is important to keep a strict lookout for blockade runners along the coast, which I verbally stated previous to your departure from this anchorage, and that the presence of one of our vessels was required at the Rio Grande.

I have in former communication mentioned the *Herbert*, brig or bark, English, and *Alsterdam*, ship, Hamburg, with arms and ammunition for rebels, to be captured if not in neutral waters. Valuable prizes if you can fall in with them.

Very respectfully, yours,

JNO. P. GILLIS,
Comdg. 2d Div. Western Gulf Bldg. Squadron, Coast of Texas.
Lieutenant-Commander G. H. PERKINS,
Commanding U. S. S. Sciota.

Letter from Captain Drayton, U. S. Navy, to Captain Jenkins, U. S. Navy, regarding general matters.

FLAGSHIP HARTFORD,
Pensacola, February 13, 1864.

MY DEAR JENKINS: I am sorry there has been so much confusion about the circulars. I directed the admiral's clerk to enclose them to commanders of divisions, and he told me expressly he had done so; but he is very young, and although willing, like all pups, is thoughtless and makes mistakes. I could not give my immediate attention to the matter in the pressure at New Orleans, but can for the future have this and many other things better regulated. I am just now getting into shape the mass of papers and orders handed over to me by Bell, mostly half endorsed and without order, and as Palmer had removed everything pertaining to the office which offered any chance or facility of filing away. As to departmental circulars and orders, they are almost all missing, and I suppose I shall only discover their existence through the raps for noncompliance with their require-

ments. I was regularly installed as captain on our leaving you, which enabled the admiral to get a good night's rest, which, otherwise, I should have taken myself.

The mortar schooners all left this morning for Grant's Pass, where the *Octorara* will follow them to-morrow.

The *Tennessee* will touch at your squadron to-morrow, en route to New Orleans. If she can find any potatoes in New Orleans they will be brought you on her return.

Yours, truly,

P. DRAYTON.

Captain T. A. JENKINS,
U. S. S. Richmond, off Mobile.

The admiral talks of leaving here on Monday, but if you are ready to come in, I would not, I think, wait for him, as we might be delayed.

Order of Rear-Admiral Farragut, U. S. Navy, to Commodore Palmer, U. S. Navy, to forward ammunition to Pensacola.

U. S. FLAGSHIP HARTFORD,
Off Pensacola Navy Yard, February 14, 1864.

SIR: Send around to this place barks *Anderson* and *Kittatinny* and send in them about 1,000 13-inch shell. Let one of them stop at Ship Island to supply the mortar boats in the [Mississippi] Sound.

Send the fuzes and Coston signals, as per enclosed requisition, by the *Tennessee*. We have plenty of coal of both kinds here for our use, and can send you some should you need it.

If either of the light-draft vessels arrive at New Orleans, send them around here to me.

Whenever you have an opportunity, send a few 13-inch shell, from 50 to 300, as the vessel can accommodate.

Very respectfully,

D. G. FARRAGUT.

Commander JAMES S. PALMER, U. S. Navy,
First Divisional Officer at New Orleans.

Order of Captain Jenkins, U. S. Navy, to Lieutenant-Commander Greene, U. S. Navy, regarding the naval workshop at Ship Island.

U. S. S. RICHMOND,
Blockade off Mobile, February 14, 1864.

SIR: I send the *Gertrude* to Ship Island specially to obtain the work ordered some time since for vessels at this place.

The very tardy manner in which orders for work on the shop at Ship Island have been executed invariably at that place have resulted in great inconvenience to the service here.

When light work is ordered for vessels employed actively on blockade service, all other work should give way to it. You will please furnish me by the first opportunity that presents itself a list of the names, rates, and daily compensation of all persons in any way connected with the naval workshop at Ship Island, specifying particularly the machinists, boiler-makers, blacksmiths, founders, and laborers,

You will also transmit to me at the same time an abstract statement of labor and material and the cost of each, respectively, of the different work and the purposes to which applied since the 8th day of January last. For the future a weekly report made up to Saturday night of each week is to be prepared, duly signed by the foreman and the person in charge of the shop, and duly authenticated by you or the commanding officer at Ship Island, and forwarded as soon thereafter as possible. You will send by the *Gertrude* any reports that may be ready, but that vessel is not to be detained for any purpose. All force stationed in Mississippi Sound, except the *Vincennes*, is required to proceed immediately to Grant's Pass, if not already there, and report to Lieutenant-Commander W. W. Low, of the *Octorara*, prepared for immediate active service with the enemy.

Very respectfully,

THORNTON A. JENKINS,

Captain, Comdg. Third Division Western Gulf Blkdg. Squadron.

Lieutenant-Commander CHAS. H. GREENE,

Commanding U. S. Ship Vincennes, Ship Island.

Report of Acting Volunteer Lieutenant Brown, U. S. Navy, commanding U. S. S. Virginia, regarding the capture of the British schooner Mary Douglas.

U. S. S. VIRGINIA,

Off the Coast of Texas, February 15, 1864.

SIR: I have the honor to report the capture of the English schooner *Mary Douglas*, under the following circumstances: At 8 a. m. of this day, while off San Luis Pass, I saw the *Mary Douglas* running inside the pass.

After firing a few shots at her she was abandoned by the officers and crew and I sent in my first and second cutters, the former under charge of Acting Ensign and Executive Officer E. H. Thomas, the latter in charge of Acting Ensign J. H. Rogers. She was found to be on fire, but it was soon extinguished, and the vessel was brought out over the bar in safety. I have sent her, in charge of Acting Ensign J. H. Rogers, to New Orleans.

I am, sir, very respectfully, your most obedient servant,

CHAS. H. BROWN,

Acting Volunteer Lieutenant, Commanding U. S. S. Virginia.

HON. GIDEON WELLES,

Secretary of the Navy.

Abstract log of the U. S. S. Virginia, Acting Volunteer Lieutenant, C. H. Brown, U. S. Navy, commanding.

February 15, 1864.—San Luis Pass, Tex. At 6 a. m. got underway. At 8 a. m. sight of a sail; gave chase, and at 9, seeing her crew trying to tow her inside the pass of San Luis, we fired at her 9 12-pounder shells from No. 2 division, 2 percussion time-fuze shell from the pivot gun, then the crew left in her boats. At 9:15 sent away the first and second cutter under command of Acting Ensigns Thomas and Rogers,

with armed crews in each, to bring her out. Boarded her at 9:30 and found her deserted, an attempt having been made previously to set her on fire by upsetting the galley stove. Extinguished the fire, slipped the chain, and proceeded over the pass under jib and foresail. She came to under our stern. At 10 sent a hawser and took her in tow to Galveston Roads. She proved to be the schooner *Mary Douglas*, from Tampico to New Orleans, with a cargo of bananas, coffee, and linen.

Order of Rear-Admiral Farragut, U. S. Navy, to Commodore Palmer, U. S. Navy, regarding the control of the U. S. tug Jasmine.

U. S. S. HARTFORD,
Pensacola, February 15, 1864.

COMMODORE: The tug *Jasmine* belongs to this yard and was sent out to Commodore Smith for the purpose of keeping up the communication between New Orleans and Pensacola, and he very properly protests against your removing the captain of her without consulting him. You must not remove him nor interfere with him, except to expedite him on his return to this place with the mails and such articles as may be required here.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Commodore JAMES S. PALMER, U. S. Navy,
First Divisional Officer, Western Gulf Blockading Squadron.

Report of Lieutenant-Commander de Krafft, U. S. Navy, announcing arrival at New Orleans.

U. S. S. CONEMAUGH,
New Orleans, February 15, 1864.

SIR: I have the honor to report my arrival this day at this place, in obedience to your order of November 16, 1863.

I am, with great respect, your obedient servant,

J. C. P. DE KRAFFT,
Lieutenant-Commander, U. S. Navy.

HON. GIDEON WELLES,
Secretary of the Navy.

Letter from Commodore Palmer, U. S. Navy, to Major-General Banks, U. S. Army, in reference to contemplated operations in Berwick Bay.

U. S. S. PENSACOLA,
New Orleans, La., February 15, 1864.

GENERAL: I have received your communication of this date, and have the honor to inform you in reply that the *Arizona* was ordered to this place by Admiral Farragut before his departure. I propose to send three gunboats to Berwick Bay, which, together with the one already there, will make up the number required for the contemplated

movement. I shall use all possible dispatch to have them there by the 1st March.

Very respectfully, your obedient servant,

JAMES S. PALMER,
Commodore, Commanding at New Orleans.

Major-General N. P. BANKS,
Commanding Department of the Gulf.

Letter from Rear-Admiral Farragut, U. S. Navy, to Major-General Banks, U. S. Army, requesting a decision in the matter of approving operations of a private mill on Santa Rosa Island.

U. S. FLAGSHIP HARTFORD,
Pensacola, February 16, 1864.

DEAR GENERAL: There appears that an order has been given to General Asboth not to permit private mills to be put up in his district.

Mr. Clapp has put his mill up on Santa Rosa Island, about 4 miles from Fort Pickens.

The general says that the commanding officer (his predecessor) objected to it, but Mr. Clapp persisted, upon the ground that he had the right to put his mill anywhere upon public land.

The general says he told Mr. Clapp that as he was sawing for the navy hospital it might proceed until that was finished, and unless he obtained your permission by that [time] it should be removed.

Now, I do not wish to interfere with this matter, as the general has been very courteous to me, and, as far as I can understand, equally so to the other parties, telling them they had no right to put up their mills without the military permission, which he had not, either from the Army or Navy, and must take the consequences.

I therefore only wish you to decide the case as to the propriety of making him remove the mill from Santa Rosa Island or not, as it is for you to judge as to the propriety of having it there or not.

The general not only did not wish to interfere with our sawing, but said the army mill should saw day and night if it were necessary to supply the lumber.

My object is simply to do both parties justice.

I think the general to be a true soldier, and one who only wishes to do his duty by obeying his orders.

All of which is submitted by, very respectfully, yours,

D. G. FARRAGUT,
Rear-Admiral.

Major-General N. P. BANKS, U. S. Army,
Commanding Department of the Gulf.

Letter from Rear-Admiral Farragut, U. S. Navy, to Brigadier-General Asboth, U. S. Army, regarding the removal of the mill on Santa Rosa Island.

U. S. FLAGSHIP HARTFORD,
Pensacola, February 16, 1864.

DEAR GENERAL: I have written to General Banks to-day upon the subject of the mill on Santa Rosa Island, in which I have stated the

facts as you related and told him that I believed you had no other desire than to do your duty, and that you had offered to saw all the lumber for me that was necessary, if you had to work your mill day and night, nor have you any desire to interfere with the mill until it had completed the work for the yard, but that you desired to have the mill removed unless the matter should be otherwise settled by his order.

Very respectfully and truly, yours,

D. G. FARRAGUT,
Rear-Admiral.

Brigadier-General ASBOTH, U. S. Army,
Commanding U. S. Forces, Pensacola, Fla.

Letter from Rear-Admiral Farragut, U. S. Navy, to Major-General Banks, U. S. Army, regarding rumored movements looking to an attack upon Mobile.

U. S. FLAGSHIP HARTFORD,
Pensacola, February 16, 1864.

DEAR GENERAL: We received intelligence from a refugee of respectability, whom we know, that when last heard from McPherson was at Brandon, [Miss.]; had a skirmish with the enemy; they told him "with some of Johnston's forces;" that, I presume, is a mistake.

They appear to think that they are ready for him at Mobile, for they say he is advancing upon the city with 30,000 men; so you see they look for a grand attack upon Mobile.

Of course you know that the number of troops at Mobile is greatly exaggerated, as we learn by the engineer who came in here the other day.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Major-General N. B. BANKS, U. S. Army.

Seizure of the British brig Scio, in the harbor of Brazos Santiago, Tex., by the U. S. S. Augusta Dinsmore, February 16, 1864.

Report of Rear-Admiral Farragut, U. S. Navy, transmitting correspondence.

No. 56.]

FLAGSHIP HARTFORD,
Off. Pensacola, March 8, 1864.

SIR: I have the honor to call the attention of the Department to the case of the English brig *Scio*, seized by the U. S. S. *Augusta Dinsmore*, Acting Master William Hamilton, commanding, in the harbor of Brazos Santiago, Texas, for violating the blockade.

The circumstances as reported by Acting Master Hamilton are in substance as follows:

The *Scio* originally cleared from New York with a cargo of provisions and forage for Matamoras. She entered there and discharged part of her cargo. Major-General Dana, the commanding general in Texas, wanting forage, it is said, gave her a permit to enter Brazos Santiago. She went there without having cleared from Matamoras;

General Dana purchased the forage and paid for it in cotton. The provisions were sold to the people of Brownsville. The brig, loaded with cotton and, in addition, with a quantity of hides, which were smuggled on board, was ready to sail, having received a permit to go to sea, when Acting Master Hamilton seized her for violating the blockade and placed a prize crew on board.

Acting Master Hamilton acted in accordance with the instructions of the Secretary of the Navy, under date of September 21, 1863. These instructions were imperative, in these words: "You will not regard what are called permits from any officer except the Secretary of the Treasury, War, or Navy, authorizing the ingress or egress of any vessel in violation of the blockade."

Acting Master Hamilton, having taken possession of the vessel, was preparing to tow her over the bar, when the assistant quartermaster at Brazos, Captain Pitkin, informed him that he had orders not to allow the vessel to proceed to sea.

On receiving this information Acting Master Hamilton addressed a communication to Major-General Herron, under date of February 22 (enclosure marked No. 1), to the effect that he had seized the *Scio*, placed a prize crew on board, and protested against the order and requested that it might be annulled.

On the day following he received a letter from General Herron (enclosure marked No. 2), in which the general gave his reasons for detaining the *Scio*, claiming at the same time exclusive jurisdiction in the harbor. On the day following, February 25, General Herron again wrote to Acting Master Hamilton (enclosure marked No. 3), ordering him to release the *Scio*, which Acting Master Hamilton, not wishing to have a collision with the army, did, at the same time, however, under protest (enclosure marked No. 4).

The *Augusta Dinsmore* sailed on the 26th of February for New Orleans, and I am told the *Scio* sailed the day following for New York.

At the time of these occurrences Brazos Santiago was not an open port, and, consequently, under the instructions of the Secretary of the Navy, before referred to, General Dana had no authority to grant a permit to the master of the *Scio*, and the latter vessel, being engaged in trade with a blockaded port against law, was properly seized by Acting Master Hamilton, and the said vessel ought to be considered as a prize to the *Augusta Dinsmore* and libeled as such on her arrival at New York.

In this connection I beg to refer the Department to the decision of Judge Fraser in the case of the *Sea Lion*.

All of which is respectfully submitted by

Your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy.

[Endorsement.]

Write Secretary of War, stating the case, and that the blockading force know of no authority on the part of any military officer in Texas to grant permits for trade, etc.

[WELLES.]

Letter from Acting Master Hamilton, U. S. Navy, commanding U. S. S. *Augusta Dinsmore* to Major-General Herron, U. S. Army, protesting against military restrictions placed upon the prize.

U. S. S. *AUGUSTA DINSMORE*,
Off Brazos Santiago, Tex., February 23, 1864.

GENERAL: Captain Pitkin, assistant quartermaster, informed me this morning that he had received an order from you directing him not to allow the brig *Scio* to leave the harbor or shift her anchorage without first receiving a written order from you. I have seized the *Scio* and have placed a prize master and crew on board of her, and it is my duty to make all possible haste to send her to the nearest port for adjudication.

Such being the case, I respectfully protest against this order, and request that you will have it annulled and allow the vessel to proceed.

I am, general, very respectfully, your obedient servant,
WILLIAM HAMILTON,
Acting Master, U. S. Navy.

Major-General F. J. HERRON, U. S. Army,
Commanding U. S. Forces on the Rio Grande.

Letter from Major-General Herron, U. S. Army, to Acting Master Hamilton, U. S. Navy, stating the cause of the detention of the prize.

HEADQUARTERS U. S. FORCES ON THE RIO GRANDE,
Brownsville, Tex., February 24, 1864.

DEAR SIR: Your communication of the 23d instant regarding the *Scio* is received. It is my intention to retain the brig in the harbor at Brazos until the return of Mr. H. W. Peeler from New Orleans, whither he has gone to lay his case before the proper authorities. From L. Pierce, jr., U. S. consul at Matamoras, and from all other loyal men of this vicinity, I learn that Mr. Peeler has been throughout an unconditionally loyal man, has furnished a large amount of funds to refugees from Texas, and I know that he has rendered aid to the Government officers since the occupation of this place by our forces. I am not willing, therefore, while his vessel is in the harbor and under my protection to see him treated as a blockade runner until he has had opportunity of laying his case before the authorities. If he or any officers of the brig have been engaged in any unlawful acts, I will be the last person to shield them. I can not, of course, recognize your right to seize the *Scio* while she lay in the harbor by my permission. When she crosses the bar, you have the undoubted right to do so. Under a strict construction of the law, therefore, your action in placing a prize crew on board while she lay in the harbor is not correct, but I make no objection whatever to it or to their remaining there until Mr. Peeler returns.

I have ordered Captain Pitkin, assistant-quartermaster at Brazos, to retain her in the harbor until my further orders.

I am, with very great respect, your obedient servant,
F. J. HERRON,
Major-General, Commanding.

Acting Master WILLIAM HAMILTON, U. S. Navy,
*Commanding U. S. S. *Augusta Dinsmore.**

WEST GULF BLOCKADING SQUADRON.

Order of Major-General Herron, U. S. Army, to Acting Master Hamilton, U. S. Navy, to transfer the charge of the prize to the quartermaster.

HEADQUARTERS U. S. FORCES ON THE RIO GRANDE,
Brownsville, Tex., February 25, 1864.

DEAR SIR: You will please release the brig *Scio*, now lying in Brazos Harbor with a prize crew from your vessel on board.

Captain Pitkin, assistant quartermaster at Brazos, will then take charge of the vessel.

I am, very respectfully, your obedient servant,

F. J. HERRON,
Major-General.

Acting Master WM. HAMILTON,
U. S. S. Augusta Dinsmore.

Letter from Acting Master Hamilton, U. S. Navy, to Major-General Herron, U. S. Army, protesting against the release of the prize.

U. S. S. AUGUSTA DINSMORE,
Off Brazos Santiago, Tex., February 26, 1864.

GENERAL: Under my most solemn protest I have released the brig *Scio* and withdrawn the prize crew, in obedience to your order of the 25th instant, received by me this morning. I beg leave to inform you that I intend leaving for New Orleans this day.

I am, general, very respectfully, your obedient servant,

WM. HAMILTON,
Acting Master.

Major-General F. J. HERRON, U. S. Army,
Commanding U. S. Forces on the Rio Grande, Brownsville, Tex.

Letter from Rear-Admiral Farragut, U. S. Navy, to Acting Master Hamilton, U. S. Navy, expressing approval of his conduct.

FLAGSHIP HARTFORD,
Off Pensacola, March 9, 1864.

SIR: Your communication in relation to the *Scio* has been received and all the circumstances fully made known to the Navy Department, with the suggestion that the *Scio* be seized on her arrival at New York.

Your conduct is approved, with the exception that you should have waited the departure of the brig and seized her after she passed the bar.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral, Commanding Western Gulf Blockading Squadron.

Acting Master WM. HAMILTON, U. S. Navy,
Commanding U. S. S. Augusta Dinsmore, New Orleans.

Letter from the Secretary of the Navy to the Secretary of War, rehearsing the facts in the case.

NAVY DEPARTMENT, *April 4, 1864.*

SIR: I have the honor to call your attention to the proceedings of Major-General F. J. Herron in the case of the British brig *Scio*, which

vessel was seized in the harbor of Brazos Santiago, Tex., on or about the 23d of February last, by the U. S. S. *Augusta Dinsmore* for violating the blockade.

The circumstances as reported by Rear-Admiral Farragut are as follows:

The *Scio* originally cleared from New York with a cargo of provisions and forage for Matamoras, and on arriving at the latter port, and having partly discharged her cargo, Major-General Dana, wanting forage, it is said, gave her a permit to enter Brazos Santiago. She went there without clearing from Matamoras. General Dana purchased forage and paid for it in cotton; the provisions were sold to the people of Brownsville; the brig was loaded with cotton and a quantity of hides, which were smuggled on board, and having received a permit was ready to sail when she was seized by Acting Master Hamilton, of the *Augusta Dinsmore*, for violating the blockade and a prize crew put on board. He was preparing to tow her over the bar when he was informed by Assistant Quartermaster Pitkin, at Brazos, that he had orders not to allow the *Scio* to proceed to sea. Acting Master Hamilton protested in a letter to Major-General Herron, from whom the authority for the detention of the *Scio* emanated, against the proceedings and asked that the order might be revoked. This General Herron declined to do, giving his reasons for his action and claiming in the same communication jurisdiction over the harbor. On the 25th of February Acting Master Hamilton was ordered by Major-General Herron to release the *Scio*, which he did under protest, not wishing a conflict with the military authorities, and turned the vessel over to Assistant Quartermaster Pitkin.

The foregoing is a brief statement of the case. Brazos Santiago is not an open port, and the blockade of it has not been relaxed by executive proclamation. I am aware of no authority which warrants the issuing of permits by officers of the Army for vessels to enter blockaded ports and trade in the insurrectionary region in violation of the rules and laws of blockade. The officers of the blockading squadrons have instructions not to regard what are termed permits from any officer except the Secretaries of the Treasury, War, or Navy for the ingress or egress of any vessel in violation of the blockade.

Acting Master Hamilton in this instance appears to have been but discharging his duty in seizing the *Scio* and in preparing to send her in for adjudication when he was arrested in his proceeding by order of Major-General Herron. That you may be acquainted with the grounds of Major-General Herron in detaining the *Scio* and subsequently ordering her release, and with the position which he has taken and the control which he proposes to exercise in the unopened port of Brazos Santiago, I inclose you a copy of his letter to Acting Master Hamilton.

Rear-Admiral Farragut has advised the libeling of the *Scio* as a prize to the *Augusta Dinsmore* on her arrival in New York, but I am not prepared to recommend such an extreme measure without your concurrence.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Hon. E. M. STANTON,
Secretary of War.

Abstract log of the U. S. S. *Augusta Dinsmore*, Acting Master W. Hamilton, U. S. Navy, commanding.

February 16, 1864.—At 5:30 p. m. came to with starboard anchor, 20 fathoms chain, 6 feet of water; entrance of the Rio Grande bearing W. $\frac{1}{2}$ S., distant 4 miles. At 1 p. m. Acting Ensign H. M. Pierce, executive officer, with a prize crew of three men, viz., D. Milne, Alexander Mulligan, and John Driscoll, boarded the English brig *Scio*, of Barbados, lying inside the bar at Brazos, and claimed her as a prize. At 2 p. m. the American bark *Powhatan*, of New York, hoisted American ensign, union down. Sent a boat aboard; found her crew in a state of mutiny. At the captain's request took two of the leaders on board the *Dinsmore* and confined them in single irons.

February 21.—William Donald, John Smith, landsman, and George Dixon were ordered for duty on board the English brig *Scio*, a prize to the U. S. S. *Augusta Dinsmore*. Also sent on board 6 revolvers, with 2 rounds of ammunition each, and 6 cutlasses.

February 23.—At 10 a. m. sent ten days' provisions for the prize crew on board the *Scio*.

February 26.—From meridian to 4 p. m.: Acting Ensign H. M. Pierce and D. Milne, Alexander Mulligan, John Smith, John Driscoll, George Dixon, and William Donald returned on board, having left the brig *Scio*, prize to the *Dinsmore*, by order of General Herron.

February 27.—At 4:30 p. m. opened fire with rifled battery on Caney fort, distant 4 miles.

Bombardment of Fort Powell, February 16 to 29, 1864.

Report of Rear-Admiral Farragut, U. S. Navy, proposing to cooperate by apparent activity in Mississippi Sound.

No. 17.]

FLAGSHIP HARTFORD,
Off Mississippi River, February 7, 1864.

SIR: Having made all my arrangements for relieving and supplying the different vessels in the fleet, I have transferred Commodore Palmer to the *Pensacola*, he being my second in command, and left him in charge at New Orleans to attend to the duties of repairing, supplying, and signing the various passports to vessels running in and out of New Orleans.

I then had a consultation with General Banks, who furnished me with extracts of instructions he had received from the commanding general, and fully informed me of his intentions and of his inability to cooperate with me anywhere on the coast, but by these extracts I perceived that I might do something to aid in the general movements by apparent activity upon the coast of Mississippi Sound and off Mobile, and otherwise to keep up the idea of an intended attack upon Mobile. I shall therefore amuse myself in that way for the next month, unless the ironclads should come out, as the refugees all say they will, so soon as the *Tennessee* and *Nashville* are ready. I shall continue to keep a good lookout for them, and whenever the army can give us 5,000 men, we will see what can be done with the forts.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of Rear-Admiral Farragut, U. S. Navy, to Commander Gibson, U. S. Navy, for the preparation of six mortar boats for service in Mississippi Sound.

U. S. FLAGSHIP HARTFORD,
Off Mobile, February 8, 1864.

SIR: I wish the six mortar boats prepared at once for service and sent around into Mississippi Sound to move up as near as prudence will dictate to the Light-House Island Battery in Grant's Pass for the purpose of shelling that place.

You will make up all deficiencies of their crews from your ship.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Commander ALEX. GIBSON, U. S. Navy,
Commanding Afloat, Pensacola.

Letter from Captain Drayton, U. S. Navy, to Captain Jenkins, U. S. Navy, regarding the condition of the mortar boats.

FLAGSHIP HARTFORD,
Pensacola, February 10, 1864.

MY DEAR JENKINS: Nothing new here. The admiral left the *Penguin*, as he wanted to write. The bombers are in a most dilapidated condition, no officers or men, and altogether rather used up; nor do I see exactly, were they not so, what particular use they can be in the [Mississippi] Sound unsupported. They are, however, better there than in this harbor, rotting out for want of work.

I send you a few letters, which please forward when opportunity offers.

I don't know how long we shall remain here, but not long, I suppose.

Yours, truly,

P. DRAYTON.

Captain T. A. JENKINS,
Senior Officer off Mobile.

Letter from Rear-Admiral Farragut, U. S. Navy, to Major-General Banks, U. S. Army, referring to the departure of mortar boats for Mississippi Sound.

U. S. FLAGSHIP HARTFORD,
Pensacola, February 11, 1864.

DEAR GENERAL: I am going ahead with my part of the programme to assist General Sherman. I will have my six mortar boats pounding away at the fort in Grant's Pass by the time this reaches you, as they all leave here to-day for the Mississippi Sound; but I do wish you each could let General Asboth have a few cavalry to cut that railroad at Sparta, [Ala.]. It would be as great a move as General McPherson's, as that is the road by which all the troops are now coming into Mobile. An engineer of the road came in yesterday who says that about 7,000 men have already passed down that road to Mobile, and thinks there are about 10,000 there now. They evidently expect an attack daily, and with 2,000 or 3,000 men (soldiers) I will gratify

them in a week. I am all ready at a moment's notice. I can hear nothing new of the *Tennessee*, but she is not yet over the bar. I think the raid upon the railroad at Sparta could all be done in two days. My light-draft boats have not yet arrived, which distresses me much.

Please present me kindly to Mrs. Banks, and believe me,

Most truly, yours,

D. G. FARRAGUT.

Major-General N. P. BANKS,

Commanding Department of the Gulf.

Order of Captain Jenkins, U. S. Navy, to Lieutenant-Commander Grafton, U. S. Navy, commanding U. S. S. *Genesee*, to assume command of the force in Mississippi Sound.

U. S. S. RICHMOND,

Blockade off Mobile, February 12, 1864.

SIR: Immediately after the arrival of the *Oneida* at this anchorage, you will please proceed in the U. S. S. *Genesee*, under your command, to Ship Island, and ascertain from the senior officer at that place the state of affairs there and in Mississippi Sound.

You will proceed thence up the sound to Grant's Pass, and for the present take charge of the duties in that quarter, making the best disposition of the force stationed in the sound for guarding it.

The steamers *Calhoun* and *J. P. Jackson* are to be employed with the *Genesee* and such other vessels as may from time to time be sent there in the performance of this service.

You will communicate by a signal across the land, or by boat through the Petit Bois [Island] and Horn Island passes, as occasion may require and opportunities present themselves. One vessel, if possible, must be kept off Grant's Pass day and night until regularly relieved. But in case of absolute necessity, the vessels stationed for the time being off Grant's Pass may leave there at night and take position for the night in the middle of Horn Island Pass, returning at daylight to Grant's Pass.

Horn Island Pass must be guarded by one vessel every night, and another should be stationed off Petit Bois [Island] Pass, if available.

Pascagoula should be watched closely and the sound well patrolled.

You will instruct Lieutenant-Commander Bigelow, of the *Calhoun*, and Acting Master Crowell, of the *J. P. Jackson*, in regard to the movements of their vessels.

The general instructions, special signals, etc., for this blockade are in force in the Mississippi Sound and Ship Island.

Very respectfully, your obedient servant,

THORNTON A. JENKINS,

Captain, Comdg. Third Div. Western Gulf Blockdg. Squadron.

Lieutenant-Commander E. C. GRAFTON,

Commanding U. S. S. Genesee, off Mobile Bay.

Order of Rear-Admiral Farragut, U. S. Navy, to Lieutenant-Commander Low, U. S. Navy, to assume command of the naval force in Mississippi Sound and open fire.

U. S. FLAGSHIP HARTFORD,

Off Pensacola, February 12, 1864.

SIR: You will return to Mobile Bar and report to Captain Jenkins that I wish you to take charge of the naval forces in Mississippi Sound

for the purpose of reducing Fort Powell; or what is commonly known as the Shell Bank Battery. You will then proceed to Horn Island Pass and take charge of the mortar boats and the gunboats that may be assembled in the sound and proceed up to the head of the bay, place your vessels to the best advantage for shelling the battery, and commence firing, slowly at first, until you get the range well, and try and drive the troops out, and, if you succeed in so doing, move up and take possession of the fort and commence upon the fort at Cedar Point.

Very respectfully,

D. G. FARRAGUT,

Rear-Admiral, Comdg. Western Gulf Blockdg. Squadron.

Lieutenant-Commander Low,

U. S. S. Octorara, off Pensacola.

Order of Rear-Admiral Farragut, U. S. Navy, to commanding officers of mortar schooners to report for duty in Mississippi Sound.

U. S. FLAGSHIP HARTFORD,

Off Pensacola, February 12, 1864.

SIR: You will proceed to Horn Island Pass with your vessel and enter through it into Mississippi Sound as soon as you can, and there wait for further orders from Lieutenant-Commander Low, of the U. S. S. *Octorara*.

Respectfully,

D. G. FARRAGUT,

Rear-Admiral, Commanding Western Gulf Blockading Squadron.

Acting Volunteer Lieutenant D. C. WOODS,

Commanding U. S. Brigantine Sea Foam.

[Order of same date and like tenor to acting volunteer lieutenant commanding U. S. mortar schooner *John Griffith*; Acting Masters Enos O. Adams and E. D. Bruner, commanding, respectively, U. S. mortar schooners *Orvetta* and *Sarah Bruen*; Acting Ensigns Joseph A. Chadwick and D. F. O'Brien, commanding, respectively, U. S. mortar schooners *Henry Janes* and *O. H. Lee*.]

Order of Rear-Admiral Farragut, U. S. Navy, to Captain Jenkins, U. S. Navy, commanding off Mobile.

U. S. FLAGSHIP HARTFORD,

Off Pensacola Navy Yard, February 12, 1864.

CAPTAIN: I have given Lieutenant-Commander Low his orders to go into the sound with the mortar boats, and I wish you to send the *Port Royal* and *Jackson* in with him. I hope that will be force enough to drive them out of the Shell Bank and Cedar Point batteries. I will be down there myself day after to-morrow.

All your vessels returned to their stations to-day.

None of my light vessels have arrived yet.

Very respectfully,

D. G. FARRAGUT,

Rear-Admiral.

Captain THORNTON A. JENKINS, U. S. Navy,

Senior Officer, Commanding off Mobile.

P. S.—Please send my letters to Admiral Smith, Commodore Porter, and for the North generally, down to the mouth of the Mississippi by the *Penguin*, to be put on board the *Pampero*, to be sent to New Orleans.

D. G. FARRAGUT,
Rear-Admiral.

Order of Captain Jenkins, U. S. Navy, to Lieutenant-Commander Fitzhugh, U. S. Navy, commanding U. S. S. *Sebago*, to proceed to duty in Mississippi Sound.

U. S. S. RICHMOND,
Blockade off Mobile, February 14, 1864.

SIR: You will please report to Lieutenant-Commander W. W. Low, commanding the U. S. S. *Octorara*, with the U. S. S. *Sebago*, under your command, for duty in the sound until further orders.

Very respectfully,

THORNTON A. JENKINS,
Captain, Comdg. Third Div. Western Gulf Blockdg. Squadron.

Lieutenant-Commander W. E. FITZHUGH,
Commanding U. S. S. Sebago, Mobile Blockade.

Order of Captain Marchand, U. S. Navy, to Acting Volunteer Lieutenant Beers, U. S. Navy, commanding U. S. S. *Penguin*, to proceed off Fort Powell and report operations.

U. S. S. LACKAWANNA,
Off Mobile, February 16, 1864.

SIR: Our fleet inside of Mississippi Sound are bombarding Fort Powell and probably a fort on Cedar Point at Grant's Pass.

I wish you to run to the westward, get as near the outer islands as convenient, to see and report proceedings by signal.

If you think proper, you can send a boat in through the islands to communicate with the inside fleet, but under all circumstances, unless of the most absolute necessity, I wish you to return to this place by sunset.

Very respectfully, your obedient servant,

J. B. MARCHAND.

Acting Volunteer Lieutenant Commanding J. R. BEERS.

Letter from Rear-Admiral Farragut, U. S. Navy, to Acting Rear-Admiral Bailey, U. S. Navy, referring to the difficulties of the undertaking.

U. S. FLAGSHIP HARTFORD,
At Ship Island, February 19, 1864.

MY DEAR ADMIRAL: I truly congratulate you on your great good fortune in the capture of the *Cumberland* by the *De Soto*. On my way down from Pensacola to Mobile I fell in with the *De Soto*. Captain Scott came on board and informed me of his good fortune. He was also kind enough to give me a chart which had been marked by his pilot, laying down the obstructions and fortifications in Mobile

Bay, which may be useful to me, although I have generally found that I could see them in time to prepare for them. I fear that I shall lead a life of idleness for a month or two, as the Government appears to plan the campaigns, and Mobile does not appear to be included just yet. I expect to hear in a day or two of quite a handsome raid of our troops from Vicksburg down to Meridian, destroying the railroads communicating with either North or South. At the last accounts they were down as low as Brandon, had a smart fight at Jackson, and beat the rebels. I shall have to content myself going along the coast and pestering all the people I can get at. I am now trying to clear out Grant's Pass. The enemy have established a very strong battery of about six or eight guns about the middle of it, and I wish to remove them if I can, but the difficulty is the shallowness of the water. I can not get within 2 miles of them. I hope when the wind changes to the southward it will enable me to get within three-fourths of a mile nearer. We have had a very cold norther blowing for the last three days, but I hope it is at an end.

I have been quite indisposed during the last week, and I sincerely hope that is at an end too.

To-morrow I hope to be able to go up and take a look at the mortar boats at Grant's Pass.

As yet I have heard of none of my light-draft vessels. Not one of them has arrived at New Orleans, and Scott told me that he had seen two of them a week ago bound for that place.

The *Conemaugh* has arrived there, and I am told it will take three weeks to repair her wheelhouse, the damage done by running into the *Metacomet* at Key West.

I received a mail from New Orleans yesterday, but it contained nothing new, and as the transport is about getting off with a regiment of troops for Key West, I must close by subscribing myself,

Very truly, your friend,

D. G. FARRAGUT,
Rear-Admiral.

THEODORUS BAILEY,
Acting Rear-Admiral, Commanding Eastern Gulf Squadron.

Unofficial letter from Captain Drayton, U. S. Navy, to Captain Jenkins, U. S. Navy, referring to the operations.

U. S. S. CALHOUN, *February 24, 1864.*

MY DEAR JENKINS: I am sorry you were hurried out before your engines were in order by the absurd report of the *Tennessee*, or rather the untrue one, because her coming out, if there is any pluck in the rebel Navy, ought not to be long deferred.

We are hammering away at the fort here, which minds us about as much as if we did not fire—that is, the fort—for the men skedaddle as soon as the fire is at all brisk, although they will keep up anything like a fair fight, as they did with me for two hours yesterday in the *Orvetta*, and until the others commenced action, when they retired.

We can not get inside of 2 miles at the nearest, and to do this every vessel is at least a foot in the mud, so that should the tide fall

suddenly God knows when we would get off, although I suspect you people, who are rolling about outside, would be delighted to remain a week [or] so in such a quiet berth as this is.

I can't write any more, for in spite of all attempts to stop him, I am obliged to listen to a long rigmarole story of nothing in particular from Morris.

I don't know when we leave here, but I suppose in a day or two.

Yours, very truly,

P. DRAYTON.

Captain T. A. JENKINS,
U. S. S. Richmond, off Mobile.

Letter from Captain Drayton, U. S. Navy, commanding U. S. Flagship Hartford, to Captain Jenkins, U. S. Navy, on returning from Grant's Pass.

U. S. FLAGSHIP HARTFORD,
February 27, 1864.

MY DEAR JENKINS: We have just returned from Grant's Pass, where the tide was too low to do anything, but will go back probably to-morrow.

Two deserters were picked up yesterday, just from Fort Morgan and Mobile; left the latter place last Saturday. The *Tennessee* was then off the town, being prepared for floating over the bar, but it was thought doubtful whether the attempt would succeed.

Yours, in haste,

P. DRAYTON.

Captain JENKINS,
Senior Officer off Mobile.

Report of Rear-Admiral Farragut, U. S. Navy, regarding the hopelessness of reducing Fort Powell.

No. 33.]

U. S. FLAGSHIP HARTFORD,
Off Ship Island, February 28, 1864.

SIR: I have been shelling Fort Powell, on Shell Island, in Grant's Pass, Mississippi Sound, during the past week, but have made but little impression upon it, as we can not approach nearer than 4,000 yards, and then we got hard aground in the *Cathoun*, drawing only 8½ feet. It required two steamers besides her own power to get her off. This I did because I saw the wind hauling round to the northward, which blows the water out of the sound, and I feared we might be kept there a week or longer before the water would rise sufficiently to enable us to get off. The enemy at the time were throwing their shot three-fourths of a mile over and beyond us. The ammunition of the vessels being nearly all expended, and fearing I might not receive a supply in less than two days, I hauled all the vessels out where they could float.

The weather became thick and has continued so for the last two days. I have now received a fresh supply of ammunition and will recommence the work tomorrow, the 29th, but I have no hope of reducing the fort, as the steamers lie on the opposite side of it to take the people aboard, if necessary, or to relieve the garrison.

We can not get within 800 yards in the small boats, so as to assault it, but it assists General Sherman by keeping up the idea of an attack upon Mobile, which is looked for hourly by the Confederates. Would that were true; now is the propitious time.

The *Tennessee* is at Mobile getting the camels under her, and if their intention is to get her over Dog River Bar, which I doubt, she will have to take the chances of being destroyed in doing so.

If we had only two or three thousand troops to make their approaches on the peninsulas the ships will run in, I think, easily. We might have done it long since, but General Banks is ordered to be ready to move in concert with General Sherman, and of course is not willing to risk being out of place at the moment he is called upon to march.

After the *Tennessee* gets over Dog River Bar it would be imprudent to go in without an ironclad, as I before stated, because she could lie in shoal water where our ships could not get at her, and could knock our vessels to pieces, but if we go in before she gets over the bar, our gunboats will destroy her on the bar if she attempts to cross with camels.

I am ready the moment the army will act with me, but there is no doing anything with forts so long as their back doors are open; besides which my communication must be open for supplies, which can not be done without troops to cut off all their forts from the land communication with Mobile.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Comdg. Western Gulf Blockdg. Squadron.

HON. GIDEON WELLES,

Secretary of Navy, Washington.

Report of Rear-Admiral Farragut, U. S. Navy, announcing the appearance of the C. S. ram *Tennessee* in the vicinity of Fort Powell.

No. 34.]

FLAGSHIP HARTFORD,
Off Ship Island, March 1, 1864.

SIR: In my last dispatch, No. 33, I informed you that the ram *Tennessee*, in Mobile Bay, had not yet crossed Dog River Bar; but to-day to our great surprise she appeared in full view in the bay opposite Grant's Pass, where I was at the time, having been at work all day yesterday shelling Fort Powell.

I do not know what impression we made upon the fort. They opened upon our mortar boats with five heavy-rifled 100-pounder guns and struck the *John Griffith* four times in succession.

We silenced the fort in one hour and a quarter, and they did not again open fire, but kept their flag flying until after sunset, when we ceased firing.

This morning at 7 a. m. we perceived three gunboats and two ironclads lying near the fort; about one hour afterwards the *Tennessee* made her appearance, coming down the bay. The wind freshened and she came to an anchor.

Since 11 a. m. it has been blowing a gale from the N. N. W. As soon as I was satisfied that she was really the *Tennessee*, I came down to join the *Hartford* and will be off Mobile as soon as the weather moderates.

Unless she fails in some particular, I fear that with the present force they have inside it will be much more difficult for us to take Mobile with our wooden vessels than it would have been one week ago.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from Rear-Admiral Farragut, U. S. Navy, to Captain Jenkins, U. S. Navy, regarding intended withdrawal from Mississippi Sound.

FLAGSHIP CALHOUN,
Mississippi Sound, March 1, 1864.

DEAR CAPTAIN: The *Tennessee*, ram, has just passed down in full view of us. The other four gunboats are all lying off Shell Island. The *Baltic* and the *Tennessee* appear to be the only rams casemated. I will go down to bring up the *Hartford* to the bar to your assistance. I will withdraw the forces from this place, except the two boats heretofore in the sound, and will send the *Port Royal* to Pensacola for coal and to apprise them to be on their guard in case any one of the rams should slip out in the night. No vessel should be allowed to go in during the night.

Very truly and respectfully

D. G. FARRAGUT,
Rear-Admiral.

Captain T. A. JENKINS,
Senior Officer, Commanding Blockade off Mobile.

Abstract log of the U. S. S. *Octorara*, Lieutenant-Commander W. W. Low, U. S. Navy, commanding.

February 16, 1864.—At 6:20 a. m. hove up anchor and the fleet also got underway. We took the mortar brig *Sea Foam* in tow. From 8 a. m. to 6 p. m.: Anchored the *Sea Foam* in position for firing. Went to general quarters, then commenced firing at Fort Powell. The flotilla followed in rotation. This ship fired 17 short shell from No. 1 gun. Bracket for No. 1 gun showed signs of giving away. Lashed a stand of grape on breech of gun. At 2 came to anchor out of range and let men leave their quarters. At 3 got underway and called No. 1 gun's crew to quarters. Fired 1 short time shell, 1 long time shell, and 15 percussion long shell from No. 1 gun. One shot from fort fell under the bow while backing. The *John Griffith*, *Henry James*, and *O. H. Lee* made signals. At 5 p. m. the *Jackson* burst her rifle gun, no one hurt. She left the fleet and made signals to vessels outside. At 8:30 p. m. the first cutter left, in charge of Acting Master Howell, with orders to mortar schooners. At 11:30 boat returned.

February 17.—From 8 to meridian: Sent first and second cutters to assist the mortar schooners aground inshore. At 10 the mortar schooners succeeded in working clear.

February 22.—At 7 a. m. got underway. The *Gertrude* sighted outside. Stood to the westward and sent a boat to communicate with

the *Gertrude* over the land. At 4 p. m. the *Calhoun* arrived, flying the flag of Rear-Admiral D. G. Farragut.

February 23.—At 10 a. m. the *Port Royal* opened fire on Fort Powell. From meridian to 4 p. m.: Mortar schooners *Port Royal* and *Calhoun* engaged in bombardment of Fort Powell. At 2:40 p. m. called first division to quarters and opened fire upon Fort Powell from the 100-pounder Parrott rifle. At 4:20 p. m. *Calhoun* made signal. Asked and received permission to continue firing. Engaged all the watch firing at Fort Powell. All shots made hit some part of fort. From 6 to 8 p. m.: Ran down and came to anchor on starboard side of the *Calhoun*; went to quarters and cast battery loose ready for action. Fired in action of to-day 45 100-pounder percussion fuze Parrott shell, 4 100-pounder time fuze Parrott shell; 49 10-pound Parrott charges.

February 24.—At 8:45 a. m. hove up anchor and steamed down and laid by until 11 and then ran down, came to, and commenced firing at Fort Powell. At 4 p. m. called first division to quarters and opened fire on Fort Powell from 100-pounder Parrott. At 5 ceased firing.

February 25.—At 6:30 a. m. called first division to quarters. At 7 Fort Powell opened fire on the *Port Royal*. Was replied to by this vessel from the 100-pounder Parrott. At 7.30 the *Port Royal* and mortar schooners opened fire on Fort Powell. At 8 ceased firing aboard this steamer. From 8 to meridian: Firing at intervals during this watch. In action to-day fired from No. 1 gun, 100-pounder Parrott, 3 100-pounder shell, percussion, long; 11 100-pounder shell, percussion, short; 11 100-pounder shell, time, short.

February 29.—At 9 a. m. the *Calhoun* signaled. At 9:15 got underway and stood toward Fort Powell. At 9:30 went to general quarters and commenced firing on the fort from 100-pounder Parrott. The fleet also commenced. The *Jackson* made signal that she had burst her rifled cannon. At 1:30 p. m. commenced firing again from 100-pounder Parrott. Fired 34 shell during the watch. At sundown all the powder and shell for 100-pounder Parrott was expended. Made signal to the *Calhoun*. At 6 came to anchor off the *Calhoun's* starboard beam. At 6:30 mortar schooners made sail and stood to the westward out of range of Fort Powell. In action to-day fired from No. 1 gun 39 100-pounder percussion shell, long; 25 100-pounder time shell, long; 35 100-pounder time shell, short; 97 10-pound cartridge bags; 970 pounds No. 7 cannon powder.

Abstract log of the U. S. S. *Calhoun*, Lieutenant-Commander George A. Bigelow, U. S. Navy, commanding.

February 15, 1864.—At anchor off Horn Island. At 6 a. m. got underway in company with the *Sebago*, went down to Horn Island Pass, spoke the *Jackson*, and went outside to pilot the mortar boats over the bar. At 8:30 a. m. mortar boats came inside the [Mississippi] Sound and proceeded up the sound toward Grant's Pass. At 12:50 p. m. came to anchor off Dauphin Island in company with the *Octorara*, *Sebago*, and *Jackson*.

February 16.—From 4 to 8 a. m.: Light winds from northward and westward. Steamed alongside the mortar schooner *Sarah Bruen* and towed her up in position; bearings of Fort Grant N.E. by N., and point of woods on Dauphin Island E. S. E., by compass. At 7 cast off the

lines from schooner and ran alongside the schooner *John Griffith* and made fast. At 8:25 a. m. cast off from the schooner *John Griffith*, fort bearing N. E. and west point of woods bearing S. E. by E., by compass. At 8:30 U. S. S. *Port Royal* joined the fleet. At 9:20 U. S. S. *Octorara* opened on the fort, followed by the mortar boats. At 10 opened on the fort with our after Sawyer and Parrott guns. At 10:15 went to the assistance of the *Sebago*, she being aground. We succeeded in pulling her off; let go of her and opened on the fort again. At 11 went to the assistance of the *Sebago* and took a hawser from her, she being aground again. Fired during the watch 2 Parrott shell and 5 Sawyer shell. At 12:30 p. m. made signal; answered by the *Port Royal*. She sent us a hawser to assist in hauling off the *Sebago*. Succeeded in getting her off; she proceeded on down the sound. Fleet still bombarding the fort. From 4 to 6 p. m.: Fired 2 shots from the Sawyer, very good shots. Fleet still engaged in bombarding the fort.

February 17.—Commences and until 4 a. m. still at anchor guarding the mortar schooners. At 7:15 a. m. got underway and stood up toward the mortar boats. At 7:20 discovered two men on Dauphin Island; sent the second cutter, in charge of an officer, after them. At 8 a. m. the *Octorara* made signal and mortar schooner *Sarah Bruen* made signal for assistance. We stood up for her and towed her off. At 9 cast off from her. At 9:10 a. m. second cutter returned with two deserters from rebel steamer *Morgan*. At 11 came to anchor. *Port Royal* stood down the sound.

February 18.—At 3:45 p. m. came to anchor off Ship Island. Found the U. S. S. *Hartford*, flying the flag of Rear-Admiral D. G. Farragut, U. S. S. *Tennessee*, *J. P. Jackson*, and sloop of war *Vincennes*.

February 22.—At 9:10 a. m. Rear-Admiral D. G. Farragut came on board with his staff. At 9:15 hoisted the admiral's flag at the mast-head. At 9:20 got underway and proceeded up the sound. At 12:30 p. m. stopped off Horn Island and sent the second cutter on shore. At 12:35 second cutter returned with A. K. Aikan, refugee from Biloxi. At 2 p. m. sighted the fleet off Dauphin Island, the *Gertrude* outside. At 3 picked up a boat with 3 rebel deserters from Bayou Battery [Labatre]. At 3:45 p. m. came to anchor off Dauphin Island and the captains of the fleet came on board to pay their respects to the admiral.

February 23.—At 6 a. m. fleet got underway and stood toward Grant's Pass. From 4 to 6 p. m. fired 6 shell from after Sawyer.

February 24.—At 9:30 a. m. took out the kedge astern to haul the ship around to bring our forward guns to bear. During the watch fired 28 shots. Meridian to 4 p. m., still engaging Fort Powell. From 4 to 6 p. m.: Fired during the watch 4 Sawyer and 1 Parrott shell. From 8 to midnight: Still lying at anchor off Dauphin Island in company with the fleet.

February 25.—At 7 a. m. the fort opened on the fleet. At 7:05 the fleet opened on the fort. At 9 a. m. went to quarters and opened on the fort with the Parrott and after Sawyer, fired during the watch 10 Sawyer and 16 Parrott shell. From meridian to 4 p. m.: Fleet still at anchor off Dauphin Island. At 1 p. m. fleet opened on the fort. From 4 to 6 p. m.: Fleet ceased firing. At 10:30 had 7 feet 3 inches water alongside, started the engine, tried to get off, but could not. At 11:30 the *Port Royal* came up and gave us a hawser to tow us off. At midnight still aground.

February 26.—At 5:30 a. m. got afloat. At 10:30 got underway and steamed down the sound toward Ship Island. Fleet still at anchor off west end of Dauphin Island. Total number of fires during the engagement of Fort Powell, 86 Sawyer and 37 Parrott and 132 cartridges and shell and shot. At 7 came to anchor off Ship Island.

February 28.—At 5:10 p. m. came to an anchor off Ship Island; Rear-Admiral Farragut and Captain Drayton left the steamer. At 6:30 Rear-Admiral Farragut and suite returned on board and we proceeded up the sound. From 8 to midnight steaming up the [Mississippi] Sound toward Grant's Pass.

February 29.—At 2 a. m. came to anchor off Sand Island. At 6:30 came to anchor off Dauphin Island in company with the fleet. At 9:30 got underway and stood up toward Fort Powell and engaged the enemy. At 10 dropped anchor and got a kedge under our port quarter, hauled around to bring the starboard broadside to bear on the fort; several shots from the fort passed over us. From meridian to 4 p. m.: Still at anchor off Dauphin Island in company with the fleet, engaging the fort. At 4:10 p. m. got underway and steamed to the northward and opened on the fort. At 5:40 steamed back to the southward and anchored. Banked fires and ceased firing for the night. From 6 to 8 p. m.: Still at anchor off Dauphin Island. Total number of rounds fired during the day, 49 Sawyer cartridge and shell and 33 Parrott cartridges, shot, and shell.

March 1.—At 11 a. m. Rear-Admiral Farragut and suite left the vessel. At 11:18 U. S. S. *Glasgow* got underway and steamed down toward Ship Island with Rear-Admiral Farragut and suite on board. At 4 p. m. steaming up the sound toward the fleet. At 5 came to anchor off Dauphin Island.

Abstract log of the U. S. S. *J. P. Jackson*, Acting Volunteer Lieutenant M. B. Crowell, U. S. Navy, commanding.

February 16, 1864.—From 12 to 4 a. m.: At anchor with the fleet off Dauphin Island. Moderate breezes from N. N. W. Saw several lights on the north shore and one on the Shell Bank. At daylight got our anchor, went alongside the schooner *Orvetta*, took her in tow, placed her in position, she stopping in the mud, Shell Bank bearing E., west point of Dauphin Island woods bearing S. E. $\frac{1}{2}$ S. Returned for another schooner. At 8 took the *O. H. Lee* in tow and placed her in position; Shell Bank bearing E. by N., woods S. E. Returned and took the *Henry Janes* into position at 9:30; Shell Bank bearing E. by N. $\frac{1}{2}$ N., west point of woods on Dauphin Island bearing S. E. $\frac{1}{2}$ S. At 9 o'clock U. S. S. *Port Royal* arrived from westward. At 9:30 the first shot was fired by U. S. S. *Octorara*. At 10 o'clock took our station on the left as far to northward as we could get, in 8 feet 6 inches water, between the *Orvetta* and *O. H. Lee*, and engaged rebel works with Sawyer rifle. At 12:40 ceased firing, having fired 42 shell, 23 of which taking effect inside the enemy's works. Up to this time none of the mortars have struck the fort. Saw a steamer, sloop, and schooner outside. The enemy returned our fire briskly at times, most of the shot fell short. From 12 to 4 p. m. moderate wind from N. N. W. All the mortar boats moving nearer to the fort under sail. At 2:30 p. m. the *Sebago* stood to the westward. At 3:30 we commenced action again. At 3:50 the fifth shell was fired, when the Sawyer rifle split in the vent,

about five inches long, which rendered it useless. During the afternoon action was continued by the steamers and mortar schooners with but little success. From 4 to 6 p. m.: Communicated with the senior officer. The rebel gunboat *Gaines* came down Mobile Bay and anchored near the Shell Bank. At 5:15 withdrew from action; stood to S. to communicate with outside fleet. Saw a gunboat outside standing to eastward. At 6:30 stood nearer the fleet. At 7 anchored in our former position.

February 17.—At 6:40 a. m. went within hail of the *Octorara*. All the mortar schooners getting underway and withdrawing out of range of the enemy. From 8 to 12 went within hail of *Octorara*, took ten boats in tow, steamed toward the *Orvetta* to assist her in getting afloat. At 9 all the mortar schooners were out of range of the enemy. At 9:45 started for Ship Island.

February 21.—At 1 p. m. got underway and proceeded up the [Mississippi] Sound to the eastward. At 7 p. m. arrived at the fleet and anchored.

February 22.—From 4 to 8 a. m.: Saw two rebel gunboats and the high-pressure steamer off Shell Bank. Saw several of our blockading fleet outside. At 7:30 steamer from outside fleet approaching with numbers set; made her out to be the *Gertrude*. The *Octorara* sent a boat to communicate across the land. From 8 to 12: Saw one rebel gunboat and two steamers off the Shell Bank. Several fires in sight on the north shore. At 12 saw a large fire in Dauphin woods. At 4 p. m. steamer *Calhoun* arrived with Admiral Farragut. Saw a small boat coming from the north shore, which was picked up by the *Calhoun*.

February 23.—From 12 to 4 a. m.: Saw a light in the direction of Shell Bank, which judge was from the rebel gunboats. At 5:30 a. m. got underway and went within hail of steamer *Calhoun*. Steamers and schooners got underway and moved in for action. At 7 steamed around the fleet; one of the schooners fired, but could not reach. The *Gertrude* approached from the southward. From 12 to 4 p. m.: Mortar schooners firing on Shell Bank. At 2 saw a gunboat and two other steamers in the bay. Six of our blockaders in sight outside. From 4 to 6 p. m., gunboats and mortar fleet still in action.

February 24.—At 5:30 a. m. arrived off Ship Island. At 7:30 went alongside the *Hartford* and took on board one 30-pounder Parrott rifle and equipments, also ammunition for Parrott gun. Saw a high-pressure steamer off Cat Island. Took on board one tank powder for 30-pounder Parrott rifle and 3 tanks for 100-pounder Parrott rifle. At 8:45 started up the sound with Captain Giraud, of the *Tennessee*, on board. At 1 p. m. sighted the fleet engaged in action with the Shell Bank. From 4 to 6 p. m. fleet still firing at the Shell Bank.

February 27.—Received from *Hartford* one Sawyer rifle, equipments, and ammunition.

February 29.—At 9:30 a. m. got underway and went into our station for action; moored ship head and stern and began firing on the Shell Bank. Fired 24 rounds with the Sawyer rifle. At the 25th discharge gun burst, injuring decks and slightly injuring 7 men, using an ordinary charge of 8 pounds of powder and an elevation of 13 degrees. At 11:30 got our anchors and laid by in readiness to assist mortar schooners if required. At 2:15 p. m. Rear-Admiral D. G. Farragut and Captain Drayton came on board and inspected the rifle gun which burst. At

2:30 they left the ship. Two gunboats and a ram lying near the Shell Bank. At 5:30 the *Calhoun* made signals to cease firing and withdraw out of range; also signalized the *J. P. Jackson* to assist mortar boats. Steamed up to them and offered to tow. They replied that they would rather sail out of range than tow. Laid by them until all withdrew, then steamed out and anchored near the *Calhoun*.

[Telegram.]

MOBILE, *February 15, 1864.*
(Received 16th.)

Farragut is moving to attack Grant's Pass with a fleet of mortar and other boats; about fifteen reported so far. He may attack this evening. No transports reported yet.

D. H. MAURY,
Major-General.

General S. COOPER.

Report of Major-General Maury, U. S. Army, referring to the proposed attack upon the defenses at Grant's Pass.

HEADQUARTERS DEPARTMENT OF THE GULF,
Mobile, Ala., February 15, 1864.

MY DEAR SIR: * * *

An escaped prisoner from Pensacola reports Farragut there on last Wednesday with eight mortar boats and four steamers, preparing to attack Grant's Pass, that his fleet recently brought from the North lies off the bar of Mobile Bay. The weather has been so hazy for several days that our pickets can not see anything of such a fleet if it is there. The line of Grant's Pass is 30 miles from here. It is weak, and the difficulties of fortifying it are very great, while our means have not sufficed to make such defensive arrangements there as will certainly resist a determined effort of the enemy to force a passage. The line between Forts Morgan and Gaines is also very liable, from the same causes, to be forced. The channel is too wide and deep to defend or obstruct effectually. The battery to have been placed in the channel is not yet quite ready, nor has the admiral yet been able to move the *Tennessee* into the lower bay. The enemy will probably, therefore, be able to occupy the lower bay with his fleet of war ships, and will do so preliminary to the siege.

The whole effective force of the department is about 10,000. Deduct the garrisons of Forts Morgan, Gaines, Grant's Pass, and Cedar Point, and two regiments of cavalry, about 1,700 in all; which will not be available for the defense of the city, and my effective garrison for Mobile will be about 8,300. I ought to have 6,000 or 7,000 additional troops to stand a siege successfully. There are breadstuffs enough here for 20,000 men six months, besides a fair supply of other subsistence as compared with our stock elsewhere. The quartermaster reports that the supply of grain in his storehouses, not considered in the above estimate, will give rations to 4,000 horses for six months. The ordnance supplies give most anxiety. At the outer line I have about 250 rounds to each cannon. In and about the city I

have not more than about 200 rounds for each siege gun. Of musket ammunition I have only about 200 rounds for the present force. I know the difficulties in procuring these things, and therefore submit these statements in no spirit of complaint, but in order that you may clearly decide how far the exigencies of the service elsewhere will admit of increasing my defensive means. I have received a dispatch this morning saying the enemy's vessels were advancing in direction of Grant's Pass.

I am, very respectfully, your obedient servant,

DABNEY H. MAUBY,
Major-General, Commanding.

HON. JAMES A. SEDDON,
Secretary of War, Richmond, Va.

P. S.—At 11 a. m. the enemy's fleet passed Pascagoula toward Grant's Pass. They had twelve or thirteen vessels, including the flagship.

[Telegram:]

MOBILE, February 18, 1864—9 p. m.

* * * The storm has prevented Farragut from doing anything for two days past. I think there is no great force coming here from New Orleans. I can not hear of any. * * *

D. H. MAURY,
Major-General, Commanding.

Lieutenant-General POLK.

[Telegram.]

MOBILE, February 19, 1864.

Major Cummins has just returned from Quitman. Reports the enemy (about 1,000 or 1,200 strong) to have left Quitman, [Miss.], on Wednesday evening to return to Enterprise, [Miss.]. They stated to the people that they destroyed the bridges to prevent forces from Mobile interfering with their pursuit of Loring, whom they hoped to catch at Demopolis, [Ala.]. That the attack on Fort Powell is a feint to detain troops here. * * * I think Farragut will endeavor to reduce Fort Powell, to open Grant's Pass, and to get possession of the lower bay. The weather has prevented a renewal of his attack. Only four boats can go up the Tombigbee in addition to those already there. * * *

D. H. MAURY,
Major-General.

Lieutenant-General POLK.

[Telegram.]

MOBILE, February 19, 1864.

Farragut has not renewed his attack on Grant's Pass. His fleet lies off the pass in the [Mississippi] Sound. Weather too bad for action.

Sherman's corps not advancing down Mobile and Ohio [rail]road. No landing has yet been reported in direction [of] Pascagoula.

D. H. MAURY,
Major-General, Commanding.

Lieutenant-General POLK.

[Telegram.]

MOBILE, *February 20, 1864.*

The mortar fleet increased this morning off Fort Powell. There are now ten mortar boats and two gunboats off that place. Firing not yet opened.

DABNEY H. MAURY,
Major-General, Commanding.

Lieutenant-General POLK.

Report of Captain Marchand, U. S. Navy, forwarding information obtained from deserters sent from Mississippi Sound.

U. S. S. LACKAWANNA,
Off Mobile, February 18, 1864.

SIR: Six Confederate deserters were sent on board this ship to-day from the vessels in Mississippi Sound, who came off to them in boats last night. Four of them deserted from the Twenty-first Alabama Regiment, one seaman from the *Morgan*, and one fireman from the *Tuscaloosa*.

The two latter escaped from Mobile on Friday last, 12th instant, in a skiff, and slowly found the way down. The soldiers came off in a boat from Cedar Point last night.

William Ihlo, the seaman, is a Swede, and said that on Friday he had been at work getting camels under the ironclad ram *Tennessee*, then near Mobile; that she was sheathed with two thicknesses of iron, each 2½ inches in thickness, to the water's edge, below which was wood; that the deck from which the iron roofing commenced was a little over a foot or 18 inches above the water's edge; that the guns, four broadside and one forward and one aft, were on the deck and that they were mounted on ordinary carriages, with lower port sills a foot or 18 inches high. The shape above must, from his description of her appearance above the deck, be like the *New Ironsides*, with a foot walk on the deck outside of the roofing.

Her draft was 14 feet, and was told she would make 7 or 8 miles an hour. The rudder was exposed like all propellers, the propeller being between the rudder and sternpost. She has no masts or flag-staff; but hoists her flag from an iron bar projecting from her single smokestack.

He said that in the early part of January he was employed on a vessel and assisted in placing obstructions in the Main Ship Channel directly west from a point some yards north of Fort Morgan lighthouse across to the shoal water opposite. These obstructions were 24 strings of solid wooden buoys, moored with three or four pieces of railroad iron banded together at 25 feet apart, across the channel,

leaving a passage for vessels only close to Fort Morgan. Each string had 8 hard-wood buoys 2 feet long and a foot square, 25 feet apart. Each string being moored by itself had the buoys secured between 3 tarred manila ropes of an inch each in diameter, between which ropes the buoys forming a string were seized. Hence each string of buoys is 200 feet long and trend with the tide. The object of the buoys is not only to break the paddles of side-wheel steamers and being entangled by the blocks catching in the wheels, but that propellers may also catch the ropes, by which all will be detained under the heaviest guns in the fort and a five-gun battery by the light-house, which is designed for using hot shot. Torpedoes have been used, generally made of sheet iron, but from being long in the water have rusted and sunk, or have been washed away. From Ihlo and the soldiers I learned that they have 20 torpedoes on the wharf, made of copper, but they do not intend to plant them until they see our vessels collected to make an attack; then it is thought they will be closely placed in the Main Ship Channel near the fort. The soldiers say that the little steamer *Gunnison* is prepared to plant the torpedoes.

The *Morgan*, *Gaines*, and *Selma* are the only other man-of-war steamers that can be used in the lower bay.

The *Tuscaloosa* and *Huntsville*, flat-bottom propellers, can not come down the bay, but lay up at Mobile as floating batteries, each having 4 guns mounted.

It was said that the crew of the *Boston* (which was fitting out for a privateer, having a 6-pounder forward and a 12-pounder aft, her only armament) designed running out and selling her, and that Jeff. Davis telegraphed to have her seized and her crew conscripted into the army, which was done, and she is lying at Mobile.

The *Morgan*, *Gaines*, and *Selma* ordinarily have a crew of 75 persons, officers and all, five-sixths of the men being drafted from the army and that for many months they had only men enough to work three guns.

Pat Murphy has again command of the *Selma*, but by desertion of three boats' crews his vessel has not more than 15 men on board.

Ihlo, the seaman, said that the *Austin* ran out ten or twelve days ago, and the *Isabella* about Christmas.

The *Denbigh* is nearly ready to come out cotton laden.

The other steamers in the bay are the *Dick Keys*, *Magnolia*, *Natchez*, and *Virginia Pearl*, which communicate between the forts and Mobile. The latter vessel is very old and worthless.

One schooner is laden with cotton at Mobile ready to run out.

Terence Conway, Charles Robinson, James McPhillips, and Michael McBurk, the four soldier deserters, were in Mobile on the 12th instant and say that on that and the few preceding days 20,000 rebel soldiers reached there from Dalton, [Ga.], to protect Mobile from an attack of our army and navy. That a few days previously 5,000 soldiers had been sent to Meridian, 120 miles distant, to retard the advance of General Sherman, who was approaching with an army from Jackson, Miss. That Sherman had captured 7,000 rebels of the troops under Bishop [Leonidas] Polk. They also stated that breastworks extended all around Mobile, at some distance from the city, and that they saw only one part of those breastworks, which was on the Shell Road leading to the S. W., where a few guns were placed. The other portions of the breastworks they did not see, but were informed that they had very few if any guns, none being to spare to place on them.

One regiment, the Twenty-first Alabama, was stationed from Fort Powell and Cedar Point to the westward along the coast in small detachments. Nine companies compose that regiment, two of which are in Fort Powell and two at Cedar Point. Two 24-pounders are placed in batteries on southwest side of Cedar Point, and from there to the south point of Cedar Point are breastworks for musketry and field-pieces. They think that Fort Powell has an armament of four guns, viz: One 32-pounder rifle, one Dahlgren, and two 8-inch guns.

Fort Morgan has a garrison of about 500 men and Fort Gaines an equal number. The former is provisioned for six months and the latter for three or four.

The soldiers give a confused account of a hawser with buoys upon it stretched across the Main Ship Channel from Fort Morgan, but I think that Ihlo's—the seaman's—statement of the obstructions is the true one, as he assisted in putting them down.

I neglected to mention in the narration of Ihlo and the fireman that on their way down the bay they passed the *Tennessee* on Tuesday night (16th instant), at which time she was below Dog River Bar. Also that the *Tennessee* had an iron beak, steel-pointed, from her cut-water some distance below the water line. In reference to her size, they separately said she was not much more than half as long as the *Lackawanna*, and as to beam, not so great, for when the opposite broadside guns were run in they touched each other.

Herewith I send diagrams of Forts Morgan and Gaines, with the position and caliber of the guns, also a deck plan of the position and contracted quarters at the guns on board the *Tennessee*. These diagrams were made from verbal descriptions. The caliber of the guns on board the *Tennessee* were unknown to my informants, but they said that they were smaller than the *Lackawanna's* 9-inch broadside guns, were cast rough, and some, if not all of them, were rifled.

Very respectfully, your obedient servant,

J. B. MARCHAND,
Captain.

Admiral D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

Report of Rear-Admiral Farragut, U. S. Navy, transmitting correspondence with Vice-Admiral Milne, R. N., regarding questions of international law connected with the seizure of vessels off Matamoras.*

U. S. FLAGSHIP HARTFORD,
Ship Island, February 19, 1864.

SIR: I have the honor to enclose for your inspection the copy of a letter addressed by Admiral Milne to Commodore Bell and lately received by me, and my reply to it, which, if approved, the Department will please forward through her Britannic Majesty's minister at Washington to the admiral, as I do not know where a letter would at this time reach him.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding Western Gulf Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

* See also correspondence April 7, 29, and May 24, 1864.

[Enclosures.]

[H. B. M. S.] NILE,
At Barbados, December 23, 1863.

SIR: I have the honor to acquaint you that I have received reports from Captain [Rochfort] Maguire, of her Majesty's ship *Galatea*, the senior officer of her Britannic Majesty's ships in the Gulf of Mexico, relative to the seizure off Matamoras of the British ships *Matamoras*, *Volante*, *Science*, and *Flying Scud*, by United States cruisers, which I understand are serving under your orders.

I have on a previous occasion, with a view of promoting the continuance of amicable relations between our respective governments, taken the necessary steps to bring to the notice of the United States Government certain proceedings on the part of United States cruisers that appeared to me to be in violation of international law, and which resulted in the issue by your Government of instructions which were communicated to Lord Lyons in August, 1862, and which were considered satisfactory by her Majesty's Government.

If, however, the information which has recently come to my knowledge is correct, I can not but entertain the belief that the United States cruisers employed off Matamoras have much misunderstood the scope and spirit of those instructions. I have therefore deemed it my duty to lose no time in addressing her Majesty's minister at Washington on this important subject, which I can not doubt will be brought to the notice of your Government and will receive immediate attention; but, as considerable delay must take place before the questions raised are determined on, I am sure that I shall not be misunderstood by you when acquainting you with the principal points which I regard as very questionable in an international point of view, if I express the hope that (should, on investigation, my facts and my interpretation of the law of nations both prove to be correct) you will see fit to anticipate what I can not doubt will be the decision of your own Government by prohibiting the cruisers under your orders,

(1st) From capturing ships for having carried contraband of war after the contraband has been actually landed;

(2d) From capturing ships lying in Mexican waters; and,

(3d) From claiming and exercising the right to seize neutral ships lying within three leagues of the coast of Texas for alleged trading with the enemy, irrespective of any questions of blockade or of contraband.

Before concluding, permit me to assure you that it will afford me very great pleasure to learn that you are disposed to treat these questions in the same spirit as that in which I am now addressing you, and which has for its sole object the prevention of questions arising likely to embarrass the relations between our respective governments.

I have the honor to be, sir, your obedient servant,

ALEX. MILNE,
Vice-Admiral and Commander in Chief.

Commodore BELL,
Commanding the United States Naval Forces on the
Coast of Texas.

U. S. FLAGSHIP HARTFORD,
Pensacola, February 16, 1864.

ADMIRAL: I have the honor to acknowledge the receipt of your communication addressed to Commodore Bell (who in my absence was

temporarily in command of the United States naval forces in the Gulf of Mexico), and stating that certain named British vessels had been seized by our cruisers off Matamoras (or, as I suppose you intend, off the mouth of the Rio Grande); that on a previous occasion, with a view to promote amicable relations, you had brought to the notice of the United States Government acts which you considered as an infraction by our cruisers of international law; and that, accordingly, instructions on the subject had been issued by our Government which were satisfactory to that of her Britannic Majesty; that, if you are correctly informed, you must believe that the scope and spirit of those instructions have been much misunderstood by our cruisers; that you have again, through her Britannic Majesty's minister at Washington, brought the matter before the United States Government; and that to avoid delay, and for the prevention of questions arising likely to embarrass the relation of our respective governments, you desire that I should anticipate what you consider will undoubtedly be the action of my own, by issuing certain orders which you are so good as to indicate, for the government of our cruisers in the Gulf "should, on investigation, your facts and your interpretation of the law of nations both prove to be correct."

I have not yet had the honor of receiving from you any facts beyond a bare statement of the seizure of certain vessels and your expression of a belief that our cruisers have much misunderstood the scope and spirit of their instructions, if certain information received by you be correct, which information, or the purport of it, has not yet been communicated to me. Nor have I received any interpretation of the law of nations other than might be inferred from the tenor of the orders which you are pleased to suggest, and which I will proceed, with respect, severally to consider.

That I prohibit our cruisers,

"(1st) From capturing ships for having carried contraband of war after the contraband has been actually landed."

But I find it laid down by learned jurists that the liability to seizure of a blockade runner continues after the commission of the offense until by the intervention of at least one innocent voyage she is in some sort cleared of the odium and responsibility of her act. (1 Stair's Decisions, 529; also cases of the *R. Rye*, schooner *Elizabeth*, *Major Barbour*, *Y. H. Torne*, etc.) And as the landing of contraband is at this time customarily conducted in violation of blockade, of course, such landing is necessarily mostly involved with the other offense, and only enhances the liability. Contraband is further characterized by an eminent writer as infectious and capable of contaminating the whole cargo; so that if a neutral with such on board should touch at an enemy's port, though ostensibly for other traffic, the whole property becomes liable to seizure and confiscation. And (though opposed to other of his decisions) it has been held by a learned judge (Sir William Scott) that under certain circumstances the return cargo of a neutral ship which had carried out contraband was liable to seizure and condemnation.

"(2d) From capturing ships lying in Mexican waters."

Our orders always direct that no captures are to be made in neutral waters—viz, within a marine league of a neutral shore. But, sir, as you are aware, where the dividing line between neutral and blockaded territory in a river emptying into the sea, like the Rio Grande, such

line is held to be taken from the center of the bar, and thus it is difficult so to define the marine league that at times the rights of one or the other party may not be infringed upon; and as the parties can not be disinterested it is well, perhaps, in such cases to refer the matter to the United States courts, who are better able to define the law.

"(3d) From claiming and exercising the right to seize neutral ships lying within three leagues of the coast of Texas for alleged trading with the enemy, irrespective of any questions of blockade or of contraband."

The wording of this suggested order seems to me somewhat obscure, as it is difficult to conceive how neutral ships lying near our coast could be seized "for alleged trading with the enemy, without questions of blockade or of contraband" being involved. Presumption of such trading would raise both, and, if sufficiently strong, would properly subject such vessels to the adjudication of the courts. If you mean that neutrals have a right to lie within three leagues of that coast during the blockade without being subject to seizure by our vessels on the customary grounds, I fear that we do not entertain the same views of the rights of neutrals on the coast of Texas. But your meaning, I apprehend, must be that neutral vessels shall not be seized on such a charge, simply for lying within three leagues of a certain part of our coast. It must, however, be remembered that suspicious approach and proximity to the enemy has always been held to be strong presumptive evidence of a design to evade the blockade or to land contraband of war, and that especial care has ever been taken that such vessels, under frivolous pretenses for approaching a blockaded coast, shall not acquire the opportunity (as Chancellor Kent has it) "to slip in."

My officers have been supposed to know their duties sufficiently well not to seize a vessel without pretty clear evidence of her intention to violate the law of nations, and when occasionally a mistake is made, they are liable to pay the penalty of their error, and the injured party is indemnified, according to the usage of all civilized nations, by the decision of the prize court (vide *Blanche*).

If any such understanding as may be implied from the tenor of your dispatch (especially of orders 1 and 3) has been entered into by our Government, it has never been communicated to me.

I know nothing of the particulars of the captures to which you refer, but will collect the facts and transmit them (with a copy of your letter and of this) to our Government (to which you have doubtless supplied information of a more definite nature), that they may communicate on the subject in such manner as they shall deem proper with her Britannic Majesty's minister at Washington.

I shall always endeavor to enforce and maintain all instructions heretofore issued or which may be issued to me by our Navy Department at Washington for the government of our vessels in the Gulf, but I can not undertake, as you suggest, to "anticipate" (or, as it might be, contravene) the action of our Government by promulgating novel ones of my own nor assume to initiate precedents of international law.

The laws of nations, so-called, on the subject of blockade, are intended evidently, as far as possible, to protect the innocent and afford them the opportunity of being distinguished from the blockade runner, who, according to my reading, has no rights beyond those of any other criminal, viz, the opportunity of a fair trial.

You are pleased to imply a ground for apprehension that in the event of my present nonaction in the matter, a possibility might arise of embarrassment in the relation of our respective governments. Such apprehension I can not share, believing that those at home charged with our diplomatic relations would not allow any error of mine or of my officers to disturb the existing good understanding, and considering that in the present case, on the information so far received by me, and with my construction of the law of nations, there is nothing to justify a compliance with your request.

I have the honor to be, sir, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Comdg. Western Gulf Blockading Squadron.

Sir ALEXANDER MILNE,

*Vice-Admiral, Commanding H. B. M.'s Naval Forces,
North American Station.*

Letter from the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, transmitting the proclamation of the President opening the port of Brownsville.

NAVY DEPARTMENT, *February 19, 1864.*

SIR: The enclosed copy of a proclamation by the President, opening the port of Brownsville, Tex., is forwarded to you for your information and guidance.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. G. FARRAGUT,
New Orleans, La.

[Enclosure.]

By the President of the United States of America.—A Proclamation.

Whereas, by my proclamation of the nineteenth of April, one thousand eight hundred and sixty-one, the ports of the States of South Carolina, Georgia, Alabama, Florida, Mississippi, Louisiana, and Texas were, for reasons therein set forth, placed under blockade; and whereas the port of Brownsville, in the district of Brazos Santiago, in the State of Texas, has since been blockaded, but as the blockade of said port may now be safely relaxed with advantage to the interests of commerce:

Now, therefore, be it known that I, Abraham Lincoln, President of the United States, pursuant to the authority in me vested by the fifth section of the act of Congress approved on the 13th of July, 1861, entitled "An act further to provide for the collection of duties on imports, and for other purposes," do hereby declare that the blockade of the said port of Brownsville shall so far cease and determine from and after this date that commercial intercourse with said port, except as to persons, things, and information hereinafter specified, may, from this date, be carried on subject to the laws of the United States, to the regulations prescribed by the Secretary of the Treasury, and, until the rebellion shall have been suppressed, to such orders as may be promulgated by the general commanding the department, or by an

officer duly authorized by him and commanding at said port. This proclamation does not authorize or allow the shipment or conveyance of persons in or intending to enter the service of the insurgents, or of things or information intended for their use, or for their aid or comfort, nor, except upon the permission of the Secretary of War, or of some officer duly authorized by him, of the following prohibited articles, namely: Cannon, mortars, firearms, pistols, bombs, grenades, powder, saltpeter, sulphur, balls, bullets, pikes, swords, boarding-caps (always excepting the quantity of the said articles which may be necessary for the defense of the ship and those who compose the crew), saddles, bridles, cartridge-bag material, percussion and other caps, clothing adapted for uniforms, sailcloth of all kinds, hemp and cordage, intoxicating drinks other than beer and light native wines.

To vessels clearing from foreign ports and destined to the port of Brownsville, opened by this proclamation, licenses will be granted by consuls of the United States upon satisfactory evidence that the vessel so licensed will convey no persons, property, or information, excepted or prohibited above, either to or from the said port, which licenses shall be exhibited to the collector of said port immediately on arrival, and, if required, to any officer in charge of the blockade, and on leaving said port every vessel will be required to have a clearance from the collector of the customs, according to law, showing no violation of the conditions of the license. Any violations of said conditions will involve the forfeiture and condemnation of the vessel and cargo, and the exclusion of all parties concerned from any further privilege of entering the United States during the war for any purpose whatever.

In all respects except as herein specified the existing blockade remains in full force and effect as hitherto established and maintained, nor is it relaxed by this proclamation except in regard to the port to which relaxation is or has been expressly applied.

In witness whereof I have hereunto set my hand and caused the seal of the United States to be affixed.

Done at the city of Washington, this eighteenth day of February, in the year of our Lord one thousand eight hundred and sixty-four, and of the Independence of the United States the eighty-eighth.

[L. s.]

ABRAHAM LINCOLN.

By the President:

WILLIAM H. SEWARD,
Secretary of State.

Letter from Rear-Admiral Farragut, U. S. Navy, to Commodore Palmer, U. S. Navy, regarding general matters.

U. S. FLAGSHIP HARTFORD,
Off Ship Island, February 21, 1864.

COMMODORE: The *Admiral* arrived here last night and I send her off to-day; she has so many articles to land in New Orleans that I had to send her there. As I only wish her to make one trip to the city, you will put on board such articles as you have to send North, so that he can come from Texas directly to me at this place or Pensacola.

My boats are coming at last. I understand from Captain Eaton that some of them have arrived. Send them around as soon as they are fit for service.

I wrote for you to send me the *Glasgow (Eugenie)* to run the mail through the [Pontchartrain] Lake.

It is only 60 miles from this island to Lakeport, back of New Orleans.

The rebel rams are on the bar trying to get over; now is the time to attack them.

If I only had 2,000 men to attack Fort Gaines in the rear, I would go in with the force I have without waiting for the *Brooklyn*, but I should have the *Brooklyn* and *Galena* both; they would be a great help to me in such a case.

I want a passage opened in the rear, so as to run my supplies and coal into my vessels.

If I had one ironclad I could go up and destroy the *Tennessee* where she lies (on Dog River Bar).

Admiral Porter writes he will have two more tinclads down to you in a day or two. He also says he has upward of 100 boats on the river, beside ironclads, etc., so the general will not need anything from us.

Tell the general that from the last deserters we find that the rebels have sent 5,000 men from Mobile to Meridian to resist the attack upon that place.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Commodore JAMES S. PALMER,
First Divisional Officer, Western Gulf Squadron, New Orleans.

Report of Acting Volunteer Lieutenant Brown, U. S. Navy, commanding U. S. S. Virginia, regarding the capture of the British schooner Henry Colthirst.

U. S. S. VIRGINIA,
Off San Luis Pass, Texas, February 22, 1864.

SIR: I have to report the capture by this vessel of the English schooner *Henry Colthirst*, from Jamaica, bound ostensibly to Matamoras, with a miscellaneous cargo, comprising 200 kegs of gunpowder, etc.

When first seen, about 8:30 this morning, she was standing directly in for the land, being about two miles distant from San Luis Pass. On our taking position, however, between her and the shore, she altered her course, endeavoring to get to sea.

She had no log book whatever. Considering her a lawful prize, I send her this day to New Orleans for adjudication.

Very respectfully, etc.,

CHAS. H. BROWN,
Acting Volunteer Lieutenant, Commanding U. S. S. Virginia.
Hon. GIDEON WELLES,
Secretary of the Navy.

Order of Captain Marchand, U. S. Navy, to Lieutenant-Commander Low, U. S. Navy, to furnish information regarding the position of the enemy's vessels.

U. S. S. LAOKAWANNA,
Off Mobile, February 22, 1864.

SIR: When the weather permits, a vessel from the outside blockade will go as near to you as possible. Should no communication by boat take place, I will thank you to signalize what enemy's vessels are in sight from you in Mobile Bay, as from your position in the sound you have a better opportunity of knowing than we have here.

Very respectfully, your obedient servant,

J. B. MARCHAND,
Captain and Senior Officer.

Lieutenant-Commander W. W. Low,
Senior Officer, Mississippi Sound.

Report of Captain Marchand, U. S. Navy, regarding supposed violation of custom-house laws by the schooner Pelican State.

U. S. S. LAOKAWANNA,
Off Mobile, February 22, 1864.

SIR: Lieutenant-Commander W. W. Low, of the *Octorara*, and senior officer in Mississippi Sound, reports that the schooner *Pelican State*, which had a proper clearance from the custom-house at New Orleans and regular passes signed by yourself and other military authorities to trade with the fleet in Mississippi Sound, exhibited to him his invoice of prices, which differed so materially from the retail prices as to cause him to demand an explanation. The reply was that the goods cost more than was marked on the invoice, and that the invoice which had the permit attached was only a form supplied at the custom-house.

From Lieutenant-Commander Low's statement, it appears that a fraud was committed and the full export duties not paid at the custom-house.

The subject is submitted for your consideration or that of the customs officers.

Very respectfully, your obedient servant,

J. B. MARCHAND,
Captain and Senior Officer.

Commodore JAMES S. PALMER,
Comdg. First Div. Western Gulf Blkdg. Squadron, New Orleans.

Report of Captain Marchand, U. S. Navy, senior officer off Mobile, regarding general matters.

U. S. S. LAOKAWANNA,
Off Mobile, February 22, 1864.

SIR: Everything remains quiet on the outside blockade.

The atmosphere being clear to-day, an opportunity offered to see a considerable distance up Mobile Bay, but nothing was visible of the rebel vessels.

On the arrival of the *Gertrude* from Pensacola on the 20th instant, I sent, agreeable to your orders, the *Albatross* to assist in getting the prize steamer *Grey Jacket*, near Fass à l'Outre, afloat, since which time I have learned that she had been gotten off and was met by the *Jasmine* going up the Mississippi River on the 19th instant. Hourly I expect the return of the *Albatross*.

The *Richmond* arrived here yesterday from Pensacola, and this morning went back again to finish her repairs.

John Bond (colored), landsman, of this ship, died yesterday of dysentery.

The following vessels are at present on the blockade, viz: *Lackawanna*, *Monongahela*, *Oneida*, *Pinola*, *Sebago*, *Genesee*, *Kennebec*, *Penguin*, and *Gertrude*.

Very respectfully, your obedient servant,

J. B. MARCHAND,
Captain and Senior Officer.

Rear-Admiral D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

Report of Captain. Marchand, U. S. Navy, referring to the captured steamer Grey Jacket.

U. S. S. LACKAWANNA,
Off Mobile, February 24, 1864.

SIR: My informant must, I doubt not, have been in error in relating that the *Grey Jacket* was afloat and met by the *Jasmine* going up the Mississippi River, as the *Albatross*, which went to her assistance, has not returned.

The only accession to the force here since I last informed you is the return of the *Itasca* from coaling at Pensacola.

Herewith I have the honor to send a copy of the instructions to the blockading vessels in relation to meeting the enemy. These instructions were not issued upon the probability, but a remote possibility, of their coming out.

Very respectfully, your obedient servant,

J. B. MARCHAND,
Captain and Senior Officer.

Admiral D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

[Enclosure.]

Additional instructions.

U. S. S. LACKAWANNA,
Off Mobile, February 22, 1864.

No. 28. In the event of an attack by the enemy on the blockading vessels in the nighttime, it will in all probability be done through the Main Ship Channel by the *Tennessee*, *Morgan*, *Gaines*, and *Selma*. To screen their attack some other lightly armed vessels may precede them by the Swash Channel to entice our vessels to that point. Therefore, if the alarm takes place in that quarter, the three inside blockading vessels nearest the land are deemed sufficient to protect

that entrance, whilst the remainder of the vessels on the blockade will slip their cables, approach a reasonable distance from the senior officer, prepared to meet the enemy from either point.

If the enemy should come through the Main Ship Channel without a feigned attack through the Swash Channel, the blockading vessels will rally near the senior officer with or without signal.

No commanding officer will err in risking his vessel by running down the enemy, but the destruction of the ironclad *Tennessee* should be the aim of all.

Should the enemy's designs partially succeed, and any of their vessels get to sea, they must be followed, or, if possible, preceded, keeping them in sight, giving them the utmost annoyance, and making such signals as will warn others of their character. This has more especial reference to the ironclad *Tennessee*.

Under no circumstances, however, is the blockade of Mobile to be raised by the withdrawal of all the vessels in chase or otherwise. Therefore, the three vessels before mentioned, stationed off the Swash Channel, will undertake the blockade. Should they be disabled, the three nearest them to the eastward will do so, unless the senior officer by signal or otherwise designates others to remain.

J. B. MARCHAND,
Captain and Senior Officer.

Order of the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, authorizing that vessels of the East Gulf Squadron join the attack upon Mobile.

NAVY DEPARTMENT, *February 26, 1864.*

SIR: Acting Rear-Admiral Bailey states that he would consider it a great favor to participate, with such of his vessels as may be fit for the service, in the attack upon Mobile, and feels confident that he could render good service. Should you deem it necessary, you are authorized to call upon Acting Rear-Admiral Bailey for such force as he can spare for the purpose mentioned.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron off Mobile.

Report of Lieutenant-Commander Perkins, U. S. Navy, announcing the arrival of the brig Alsterdam and ship Herbert in the Rio Grande.

U. S. GUNBOAT SCIOTA,
Off Corpus Christi, Tex., February 26, 1864.

SIR: I have the honor to inform you that I have received your communications per steamers *Bermuda*, *A. Dinsmore*, *Arkansas*, and *Corinthian*.

I left Pass Cavallo on the 21st instant for a cruise to the sound. The brig *Herbert* and ship *Alsterdam*, mentioned in your letters, have both arrived at the Rio Grande, and their cargoes consist of bagging,

cordage, and general merchandise; no arms or ammunition. I shall be compelled to return to Galveston soon for coal, there being none at Pass Cavallo.

I am, very respectfully, your obedient servant,
 G. H. PERKINS,
Lieutenant-Commander.

Captain JNO. P. GILLIS,
Commanding U. S. Naval Forces, Coast of Texas.

Report of Rear-Admiral Farragut, U. S. Navy, regarding orders issued to Lieutenant-Commanders Johnson and Irwin, U. S. Navy.

No. 157.]

FLAGSHIP HARTFORD,
Off Ship Island February 27, 1864.

SIR: I have relieved Lieutenant-Commander P. C. Johnson of the command of the *Katahdin* and given him permission to return North by the first opportunity, directing him to report on his arrival to the Navy Department by letter.

I have ordered Lieutenant-Commander John Irwin, who arrived at New Orleans in the *Metacomet*, to relieve Lieutenant-Commander Johnson.

Very respectfully, your obedient servant,
 D. G. FARRAGUT,
Rear-Admiral, Comdg. Western Gulf Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Order of Rear-Admiral Farragut, U. S. Navy, to Acting Master Dyer, U. S. Navy, commanding U. S. S. Glasgow, to proceed on special duty to New Orleans.

U. S. FLAGSHIP HARTFORD,
Off Ship Island, February 27, 1864.

SIR: Proceed to New Orleans, via Lake Pontchartrain, and report to Commodore James S. Palmer.

You will return to me either here or at Grant's Pass, leaving New Orleans for that purpose on Monday morning.

Bring back the 2,000 friction primers which have been required, and deliver the two deserters that I send to you to the provost-marshal at Lake City, [Lakeport, La.].

Very respectfully, your obedient servant,
 D. G. FARRAGUT,
Rear-Admiral, Comdg. Western Gulf Blockading Squadron.

Acting Master N. M. DYER,
Commanding U. S. S. Glasgow, off Ship Island.

Order of Rear-Admiral Farragut, U. S. Navy, to Captain Gillis, U. S. Navy, regarding vessels to be sent to New Orleans.

FLAGSHIP HARTFORD,
Ship Island, February 27, 1864.

SIR: You will, as soon as vessels arrive to relieve them, send to New Orleans such vessels in your division as are in want of repairs, as well as those which suffered most from sickness last year.

I will dispatch the reliefs as early as possible.

Respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding Western Gulf Blockading Squadron.

Captain J. P. GILLIS,
U. S. S. Ossipee, Commanding off Galveston, Tex.

Report of Lieutenant-Commander Benham, U. S. Navy, commanding U. S. S. Penobscot, regarding the capture by that vessel of the British schooner Lilly.

U. S. GUNBOAT PENOBSCOT,
Off Velasco, Tex., February 28, 1864.

SIR: I have the honor to inform the Department that at 6:15 a. m. of this date, I captured the English schooner *Lilly*, of and from Belize, Honduras, for an attempted breach of the blockade of this place. The *Lilly* is a schooner of 43 tons register, with a crew consisting of seven persons. Her cargo, according to manifest, consists of 45 packages of dry goods, part of which I discovered on examination to be powder.

I shall send her to New Orleans for adjudication, in charge of Acting Ensign Thomas McL. Miller. No other vessels were in sight at time of capture.

I am, sir, very respectfully, your obedient servant,

A. E. K. BENHAM,
Lieutenant-Commander.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant-Commander Benham, U. S. Navy, commanding U. S. S. Penobscot, regarding the capture by that vessel of the schooners Stingray and John Douglas.

U. S. GUNBOAT PENOBSCOT,
Off Velasco, Tex., February 29, 1864.

SIR: I have the honor to report the capture of the schooners *Stingray* and *John Douglas* by the *Penobscot*, under my command. These vessels left Velasco this morning, the *Stingray* bound for Kingston, Jamaica, and the *John Douglas* for Belize, Honduras. The former has a cargo of 60 bales and 52 half bales, and the latter 125 bales of cotton. I shall send both vessels to New Orleans for adjudication. No vessels were in sight at time of capture. Enclosed please find complete list of officers and crew of this vessel.

I am, respectfully, your obedient servant,

A. E. K. BENHAM,
Lieutenant-Commander.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Volunteer Lieutenant Brown, U. S. Navy, commanding U. S. S. Virginia, regarding the capture of schooner Camilla and destruction of sloop Cassie Holt near Galveston Island.

U. S. S. VIRGINIA,
Off Coast of Texas, February 29, 1864.

SIR: I have the honor to report that in obedience to orders from Captain Gillis, I proceeded this morning to San Luis Pass, and running into 16 feet of water, I discovered a sloop and schooner, cotton loaded, anchored inside of Galveston Island. I immediately sent in the first and second cutters, under charge of Acting Ensign E. H. Thomas, executive officer, and Acting Master's Mate F. E. Brackett, to capture and bring them out:

Mr. Thomas succeeded in bringing the schooner out safely, but the sloop having been run aground by her crew on the approach of our boats, Mr. Brackett was unable to get her afloat. After bringing out the schooner, Mr. Thomas returned to the assistance of Mr. Brackett, but although they threw overboard the sloop's deck load, she still grounded hard, and it being very dark and rainy, Mr. Thomas set fire to the cotton and returned to the ship at 7:30 p. m.

There was a picket guard of cavalry on the point of Galveston Island, but they made no attack on our boats, and as I had them within easy range of my guns I did not consider it was risking too much to cut out the vessels.

The schooner proved to be the *Camilla*, with about 75 bales of cotton; the sloop destroyed was the *Cassie Holt*, with 25 bales.

With the approval of Captain Gillis, I shall send the *Camilla* to New Orleans for adjudication. Enclosed please find prize list.

Very respectfully, your obedient servant,

CHAS. H. BROWN,
Acting Volunteer Lieutenant, Commanding U. S. S. Virginia.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Abstract log of the U. S. S. Virginia, Acting Volunteer Lieutenant C. H. Brown, U. S. Navy, commanding.

February 29, 1864.—At 2 p. m. came to anchor at San Luis Pass; discovered a sloop and schooner inside the pass. Immediately sent first and second cutters, under charge of Acting Ensign E. H. Thomas and Acting Master's Mate [Frank E.] Brackett, to cut them out. Succeeded in bringing the schooner *Camilla* out safely and returned at 4:30 to the assistance of the sloop *Catherine Holt*, but she being hard aground, and all efforts proving unavailing to get her off, set her on fire and returned to the ship, where we arrived and hoisted boats, set watches, and piped down.

Report of Lieutenant-Commander Watters, U. S. Navy, commanding U. S. S. Kineo, en route from Baltimore to New Orleans.

U. S. GUNBOAT KINEO,
At Sea, February 29, 1864.

SIR: I have the honor to report this vessel off Cape Henry and on her way to report to Rear-Admiral Farragut at New Orleans, in pursuance to orders from the Navy Department.

All the repairs being completed and the experiments satisfactory, I left Baltimore Saturday, 27th, at 3 p. m., and to avoid cutting the engines steamed down the bay at a moderate rate. The wind being against us, we did not average above 5 miles an hour, but hope to get a better rate after the engines have been used a few days.

Very respectfully, your obedient servant,

JOHN WATTERS,
Lieutenant-Commander, U. S. Navy.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Stations of vessels composing the Western Gulf Blockading Squadron, March 1, 1864.

No. 37.]

FLAGSHIP HARTFORD,
Off Ship Island, March 1, 1864.

SIR: I have the honor to report to the Department the following as the position of each vessel attached to my squadron, viz:

Off Pensacola.—*Bloomer, Arthur, Kittatinny, Jasmine, Anderson, J. C. Kuhn, Arkansas, Charlotte, Nightingale, and Potomac.*

Off Mobile Bar.—*Albatross, Kennebec, Oneida, Penguin, Itasca, Genesee, Lackawanna, Octorara, Port Royal, Sebago, Gertrude, Monongahela, Pinola, Richmond.*

Off New Orleans.—*Arizona, Ida, New London, Seminole, Fearnot, Metacomet, Narcissus, Cayuga, Katahdin, Pensacola, Glide, Portsmouth, Conemaugh, Hollyhock, Meteor, Pembina, Bohio, M. A. Wood, Cowslip.*

Off Sabine Pass.—*Aroostook, Virginia, Chocura, Princess Royal.*

In Mississippi Sound.—*Calhoun, Henry Janes, Sarah Bruen, O. H. Lee, John Griffith, Orvetta, and Sea Foam.*

Off Ship Island.—*Glasgow, Tennessee, Hartford, Vincennes, J. P. Jackson.*

Off Galveston.—*Antona, Penobscot, Kanawha, Sciota, Ossipee.*

In Lake Pontchartrain.—*Commodore, Nyanza, Corypheus.*

Off Rio Grande.—*Augusta Dinsmore.*

Off Texas Coast.—*Estrella.*

In Berwick Bay.—*Granite City and Stockdale.*

Off Pass Cavallo.—*Owasco.*

Off South West Pass.—*Sam Houston and Pampero.*

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding Western Gulf Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from Rear-Admiral Farragut, U. S. Navy, to Major-General Banks, U. S. Army, referring to the movements of the C. S. ram Tennessee.

MARCH 1, 1864.

DEAR GENERAL: I see that the rebels have succeeded in getting the ram *Tennessee* over the Dog River Bar, and she is now in full sight of us. As they have two or three of these vessels, they might get one of them past the fleet in a night attack upon us, and I would therefore suggest that it would be well to forbid all vessels from entering the harbor of Pensacola at night, so that you will be able to distinguish friend from foe.

I am also expecting ironclads from the North, but God knows when they will arrive.

We have heard nothing from General Sherman as yet. General Banks will move early next week.

D. G. FARRAGUT.

[Brigadier-General A. ASBOTH.]

Letter from Rear-Admiral Farragut, U. S. Navy, to Commodore Palmer, U. S. Navy, regarding general matters.

U. S. FLAGSHIP HARTFORD,
Off Ship Island, March 1, 1864.

COMMODORE: If you have not already sent the tinclad for this sound you need not send her until you get another ready. She will be more needed perhaps in Berwick Bay.

The *Cowslip* and *Narcissus* will be sufficient for the sound.

When those vessels were purchased it was not supposed that any of them would draw over 7 feet and some of them not over 4 or 5 feet, and such were my instructions to Captain Boggs, who purchased them.

I will write you a letter in reference to those men whose terms of enlistment have expired.

I will dispatch several vessels home in April, and will send some of these men in each, and none whose terms have not expired.

I do not see how any doubt can arise as to their not being entitled to the increase of pay after the expiration of their term of enlistment if retained in the service.

So soon as I can spare Lieutenant-Commander Low from his duties here, I will send him to take command of the *Seminole*.

Very respectfully,

[D. G. FARRAGUT],
Rear-Admiral.

Commodore JAS. S. PALMER, U. S. Navy,
Comdg. First Div. Western Gulf Blockading Squadron,
New Orleans, La.

P. S.—Lieutenant Mahan, whose permission to return North I forward by this mail, will remain by the *Seminole* until Lieutenant-Commander Low assumes command, unless some other officer should previously arrive from the North for that position.

I have forwarded Mr. Shock's letter to the Bureau, and I have writ-

ten also to the Department urging the necessity of purchasing immediately for the Pensacola yard all the tools for the machine shop.

I am glad to hear that he has already purchased a punching and shearing machine.

Very respectfully,

[D. G. FARRAGUT],
Rear-Admiral.

Letter from Rear-Admiral Farragut, U. S. Navy, to Major-General Banks, U. S. Army, referring to the movements of the C. S. ram Tennessee.

U. S. FLAGSHIP HARTFORD,
Off Ship Island, March 2, 1864.

DEAR GENERAL: I received your kind notes, for which I am much obliged. The time has now passed when you could act to the same advantage in taking the forts at Mobile. The ram *Tennessee* came down the bay yesterday, and was full in sight of us off Grant's Pass, lying in the middle of the bay. She appeared to me to be very slow. A gale of wind came on from the north, and I am anxious to hear how she stood it.

You will readily understand that she can be in shoal water alongside of the beach inside of the peninsula and prevent the approach of your troops toward Fort Morgan, and that our ships, even after passing the forts, will not be able to get at her, at least none but the small vessels, who would not be able to make any impression upon her, so that now Mobile will have to be left until the arrival of ironclads. When that will be, God only knows.

I only ask for two, and will go in with one. I fear we put off the attack too late, but it is a great consolation to us to know that it was neither our wish nor fault that Mobile was not taken last year or last month.

Very truly,

D. G. FARRAGUT,
Rear-Admiral.

Major-General N. P. BANKS.

Report of Rear-Admiral Farragut, U. S. Navy, regarding a Swedish naval officer serving in his command.

No. 43.]

U. S. S. HARTFORD,
Mobile, March 3, 1864.

SIR: Acting Ensign A. F. West, attached to the *Pensacola*, represents himself as an officer of the Swedish navy on furlough, which, he says, expires on the 1st of May, and in consequence of this, and the troubles in Denmark, he desires to resign.

I have detached him from the *Pensacola* and sent him North, directing him to report to the Department by letter.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral, Commanding Western Gulf Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Order of Rear-Admiral Farragut, U. S. Navy, to Acting Volunteer Lieutenant Giraud, U. S. Navy, commanding U. S. S. Tennessee, to cruise for blockade runners.

FLAGSHIP HARTFORD,
Off Mobile, March 3, 1864.

SIR: You will proceed to the southward, about the 29th degree of latitude, and cruise for blockade runners east and west; run in every three or four days and communicate with me or the commanding officer off this bar.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Acting Volunteer Lieutenant GIRAUD,
Commanding U. S. S. Tennessee.

P. S.—Be careful not to come in collision with the *De Soto*, cruising in that parallel of latitude.

D. G. F.

Order of Rear-Admiral Farragut, U. S. Navy, to Lieutenant-Commander Jouett, U. S. Navy, to proceed to St. Marks, Fla., to investigate rumor of the occupation of railroad terminus by Federal forces.

FLAGSHIP HARTFORD,
Off Mobile, March 3, 1864.

SIR: Proceed with your vessel to the neighborhood of St. Marks, Fla., and find out, if it can be done without much risk to your vessel or crew, whether there is any truth in the report recently brought to Pensacola that our troops have occupied the terminus of the railroad which leads to Tallahassee from that place. After having performed this duty, fill up your vessel with coal at Pensacola and then return to the blockade here.

I am, very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Lieutenant-Commander J. E. JOUETT,
U. S. S. *Metacomet*, off Mobile.

Instructions from Rear-Admiral Farragut, U. S. Navy, to Commodore Palmer, U. S. Navy, regarding general matters.

U. S. FLAGSHIP HARTFORD,
At Sea, March 3, 1864.

COMMODORE: The *Narcissus* overtook me, leaking so that they were reduced to baling. I send her back again; she is much better for you as a tug, and the *Cowslip* best for me, as she draws less water.

Have the necessary repairs made to her. Do not pay one dollar to the owners of the Reading Press, unless compelled by law, as it now appears that all of Hillman's business was a fraud, he being only the agent of A. B. Reading. The case must be referred to the Department. I will write immediately on the subject to the Secretary.

You are right about the *Bohio*. I did not intend that she should go to New Orleans for coal, but to Pensacola.

I have directed the captain of the *Narcissus* to tell the tinclad at the mouth of the river to await orders from you to go to Berwick Bay; I can wait for another.

You can send the *Albatross* up the river to be cleaned out, if necessary. Send no men in those vessels which go up but those whose times are out.

You had better let the *Grey Jacket* go before the court and be sold.

Do not send a coal vessel to Ship Island, as one is going there from Pensacola.

Very respectfully, etc.,

D. G. FARRAGUT,
Rear-Admiral.

Commodore JAS. S. PALMER, U. S. Navy,
Comdg. First Div., West Gulf Blockading Squadron, New Orleans.

Order of Rear-Admiral Farragut, U. S. Navy, to Acting Volunteer Lieutenant Eaton, U. S. Navy, commanding U. S. S. Admiral, to proceed to Boston.

U. S. S. HARTFORD,
Pensacola, March 5, [1864].

SIR: You will give passage North to three refugees from Galveston, Tex., and on your arrival at Boston report to the commandant of the navy yard.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding Western Gulf Blockading Squadron.

Acting Volunteer Lieutenant WM. B. EATON,
Commanding U. S. S. Admiral, off Pensacola.

Letter from Rear-Admiral Farragut, U. S. Navy, to the Bureau of Provisions and Clothing, urging the need of fresh provisions.

U. S. S. HARTFORD,
Pensacola Navy Yard, March 5, 1864.

SIR: I beg to call the attention of the Bureau to the fact that the medical officers of the blockading vessels state that the want of fresh provisions is beginning to tell upon their crews; that they do not receive one-quarter of the vegetables necessary for health, and have only had fresh beef sixteen days in six months.

I will have to purchase at New Orleans, which compels the men to pay high prices for them, and will only increase the discontent.

I hope the Bureau will endeavor to relieve us in this particular. I feel assured it has the disposition, but may not have the means.

Very respectfully,

[D. G. FARRAGUT],
Rear-Admiral.

Paymaster BRIDGE,
Chief, Bureau of Provisions and Clothing.

Order of Rear-Admiral Farragut, U. S. Navy, to Captain Marchand, U. S. Navy, to proceed to Galveston with order for medical survey on Captain Gillis, U. S. Navy.

U. S. FLAGSHIP HARTFORD,
Off Mobile, March 4, 1864.

SIR: After taking in coal at Pensacola proceed with your vessel off Galveston, and should the medical survey decide that it is necessary for Captain Gillis to go North, relieve him in the command of the division of the West Gulf Squadron off the coast of Texas.

Give Captain Gillis the accompanying dispatch and order for a medical survey, after having filled up the latter with the names of the three oldest surgeons within reach.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Captain J. B. MARCHAND, U. S. Navy.
Commanding U. S. S. Lackawanna.

Report of Brigadier-General Asboth, U. S. Army, commanding District of West Florida, regarding affairs in that neighborhood.

HEADQUARTERS DISTRICT OF WEST FLORIDA,
Barrancas, March 4, 1864.

GENERAL: I have the honor to submit in connection with my report of February 23, No. 86, the following additional information in regard to affairs in my neighborhood, received from refugees and deserters.

There are at present 12,000 to 15,000 rebel troops at Mobile * * * with about 1,000 cavalry. General Maury was urging noncombatants to leave the city at once. * * * The people of Mobile seem prepared to surrender as soon as the railroad communication with Montgomery is cut off. The rebel iron ram *Tennessee* succeeded in getting over the Dog River Bar, in the Mobile Harbor, and as it becomes thus one of the possibilities in prospect that this formidable vessel, aided by others of similar power, may pass our blockading fleet and attempt an entrance into Pensacola Harbor, I issued, at the suggestion of Admiral Farragut, the enclosed Special Orders, No. 46, directing the commanders of Forts Pickens and Barrancas to prevent the entrance of any vessel at night until its character is satisfactorily ascertained, requesting, at the same time, Commodore Smith, commanding the navy yard, and Captain Gibson, senior officer afloat here, to secure for the two ports a seasonable information of the approach of any vessel of suspicious appearance. * * *

I am, very respectfully, your obedient servant,

ASBOTH,
Brigadier-General.

Brigadier-General CHARLES P. STONE,
Chief of Staff, Department of the Gulf.

[Enclosure.]

SPECIAL ORDERS,) HEADQUARTERS DISTRICT OF WEST FLORIDA,
 No. 46. { *Barrancas, Fla., March 2, 1864.*

* * * * *

IV. It being one of the possibilities in prospect that the iron ram *Tennessee*, which the rebels have succeeded in getting over Dog River Bar, in Mobile Harbor, may pass, with the aid of other smaller vessels, our blockading fleet off Mobile and attempt an entrance into Pensacola Harbor, the commanding officers of Fort Pickens and Barrancas will stop all vessels approaching the harbor during the night until their character is fully ascertained.

By order of Brigadier-General Asboth:

E. T. SPRAGUE,

First Lieutenant and Acting Assistant Adjutant-General.

Report of Rear-Admiral Farragut, U. S. Navy, regarding capture of the schooners Henry Colthirst, Lilly, Stingray, John Douglas, and Camilla.

No. 48.]

FLAGSHIP HARTFORD,
Off Pensacola, March 5, 1864.

SIR: I have the honor to report the capture by the U. S. S. *Virginia* of the schooner *Henry Colthirst*, near San Luis Pass, on or about the 20th of February.

The schooner was from Kingston, Jamaica, and her cargo is reported to consist of 200 kegs of powder, 250,000 percussion caps, and 500 ounces quinine; also coffee, hardware, and dry goods. She has been sent to New Orleans for adjudication.

Also the capture by the *Penobscot*, Lieutenant-Commander Benham, of the English schooner *Lilly*, on the 28th February, about 8 miles from Velasco, Tex. She was from Belize, Honduras, 43 tons register, and has a cargo consisting of 45 packages, a part of which is powder.

Also the capture by the *Penobscot*, on the 29th February, of the schooners *Stingray* and *John Douglas*, off Velasco, Tex. The *Stingray* has a cargo of 60 bales of cotton and 52 half bales. The *John Douglas* has 100 bales. The vessels have been sent to New Orleans for adjudication.

Also the capture by the *Virginia*, Acting Volunteer Lieutenant Charles H. Brown, of the schooner *Camilla*, and the burning of a sloop by the same vessel, both cotton loaded, the details of which have not yet been received.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Comdg. Western Gulf Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Letter from Rear-Admiral Farragut, U. S. Navy, to Fleet Engineer Shock, U. S. Navy, regarding matters pertaining to the department of the latter.

U. S. FLAGSHIP HARTFORD,
Off Pensacola, March 6, 1864.

SIR: I visited our machine shop yesterday evening on my arrival and find it improving, although its ability to do work has as yet not

much improved, as the chief articles have not yet arrived. We have neither heavy bellows nor heavy anvils, and consequently are unable to get a high heat. The coppersmith is at work, and as soon as your piece of shafting comes they will be ready for work on the lathes, etc.

The Nasmyth hammer, I am informed by Mr. Isherwood, has been purchased and ordered out to New York, so I presume that some of your requisitions must have been sent to the Bureau of Engineering instead of Yards and Docks.

I shall not remove anything more from Ship Island, except the workmen. The few tools they have there are necessary for the constant repairs required on the vessels in the [Mississippi] Sound.

It will be entirely out of the question for you to go to St. Louis with such an amount of work as you have on your hands at this time. I would be very glad if it were otherwise, as we are in great want of Mr. Eads' vessels; and nothing can be depending on you for their completion. I presume that it is a mere gratification that he desires to have your approval of things before he sends them out.

I regret that he is so unwell as not to be able to give his personal attention, as everything will suffer more or less when the master hand is not at work.

I have sent forward your proposition for the machine shop by the last mail and urged the honorable Secretary to make the purchase, and I have no doubt but that he will do so.

Send forward the heavy anvils, bellows, shears, punch, and piece of shafting by the first opportunity.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Fleet Engineer WILLIAM H. SHOCK, U. S. Navy,
New Orleans, La.

Letter from Rear-Admiral Farragut, U. S. Navy, to Commodore Palmer, U. S. Navy, referring to rumors regarding the fate of the C. S. ram Tennessee.

U. S. S. HARTFORD,
Pensacola, March 6, [1864].

COMMODORE: I sent the *Arkansas* back to you, that you might keep the two vessels (she and the *Dinsmore*) running back and forth to the Rio Grande about once in ten days to supply them with such things as may be required by the blockaders, to bring up telegrams, and keep up the police of the coast.

Send two of the tinclads to Calcasieu; let them take advantage of a good start, but do not let them go until you have trusty commanders for them; do not send one vessel alone. If any of the light-draft vessels arrive from the North, send one of them and one tinclad.

We are in the dark as to the fate of the ram *Tennessee*; some say she has not yet crossed Dog River Bar; some that she has come down, I among the latter; those who were looking at her when the norther struck her say (some of them) that she went down, others that she went up the bay in tow of the other steamers. The deserters I send

you will say that she never came over the bar, but I saw a vessel that I do not believe could be anything but the *Tennessee*.

She was at least 300 feet long, casemated only, 3 and not 2 feet out of water. A very intelligent man who had worked on her pronounced her to be the *Tennessee* the moment he saw her; still these men say it was too important an affair not to have been blazed forth.

I send you the court-martial approved. Apply to have the man put in the Parish Prison, and I will send the other home as he desired.

The claim for sinking the vessel should be referred to Admiral Porter for payment.

Have the man who killed the other on board the *Pampero* turned over to the criminal court in New Orleans.

It will be impossible to allow Mr. Shock to go to St. Louis at a time like this.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Commander Jas. S. PALMER, U. S. Navy,
Comdg. First Div. Western Gulf Blkdg. Squadron, New Orleans, La.

Order of Rear-Admiral Farragut, U. S. Navy, to Commodore Palmer, U. S. Navy, referring to tinclads.

U. S. S. HARTFORD,
Pensacola Navy Yard, March 7, 1864.

COMMODORE: * * * I have sent orders to the fleet surgeon to visit this place by the first opportunity. He can take advantage of some gunboat coming around and he can return in the mail boat.

I have changed my mind about sending the tinclads to Calcasieu until they are coppered. As soon as I have a reliable person to put in charge of the vessels, I will send two of them to the Rio Grande to patrol the river.

I send you a letter from a number of sailors belonging to our fleet who have enlisted in the Army. See if you can get them back.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Commodore James S. PALMER.

Report of Rear-Admiral Farragut, U. S. Navy, referring to the rumored occupation of St. Marks, Fla., by Federal troops.

No. 52.]

FLAGSHIP HARTFORD,
Off Pensacola, March 7, 1864.

SIR: Having heard a rumor that St. Marks was occupied by Federal troops, I dispatched yesterday the *Metacomet*, Lieutenant-Commander Jouett, to that post.

He has returned with the news that no such occupation had taken place. He found there only one gunboat under Lieutenant-Commander Harmony, who informed him that if he had only known of General Gillmore's intended movement in Florida, he could have made

an important diversion in his favor. It is deeply to be regretted that such information had not been communicated to me.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding Western Gulf Blockading Squadron.

Hon. Gideon WELLES,
Secretary of the Navy, Washington.

[This report was transmitted to the Secretary of War by the Secretary of the Navy, March 23, 1864.]

Order of Rear-Admiral Farragut, U. S. Navy, to Acting Master Dyer, U. S. Navy, commanding U. S. S. Glasgow, to proceed on special duty to New Orleans.

U. S. S. HARTFORD,
Pensacola, March 7, 1864.

SIR: Proceed to New Orleans, via the Lake [Pontchartrain], and communicate on your way with the vessels off Mobile, Grant's Pass, and Ship Island. Remain at New Orleans long enough to get the mails for the squadron, and then return to Ship Island, transferring them to the *Jasmine*, should she be there, otherwise to Captain Jenkins off Mobile, who will send in what belongs to me to this place.

Deliver to the provost-marshal at Lakeport the two deserters from Fort Gaines that you received from the *Octorara*.

I am, very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral,

Acting Master N. M. DYER,
Commanding U. S. S. Glasgow, Pensacola.

Letter from Captain Drayton, U. S. Navy; to Captain Jenkins, U. S. Navy, regarding changes necessitated by robbery of signal book.

U. S. FLAGSHIP HARTFORD,
Off Pensacola, March 7, 1864.

MY DEAR JENKINS: Nothing new here. We are coaling and will, I suppose, come out before very long.

The admiral desires you to send the *Tennessee* in here as soon as you can catch her.

You will perceive that there is another change of signals, caused, it is understood, by the robbery of a book on the Mississippi. This is the worst yet, as there are two books and two sets of signals. Tell me again your plan for avoiding this, and I will write to Davis in support of it. Hope you are well again.

Yours, very truly,

P. DRAYTON.

Captain T. A. JENKINS,
Off Mobile.

Report of Captain Marchand, U. S. Navy, acknowledging information regarding the violation of custom-house laws by the schooner Pelican State.

U. S. STEAM SLOOP LACKAWANNA,
Off Mobile, March 8, 1864.

SIR: I have the honor to acknowledge the receipt of your letter of the 5th instant, enclosing a communication from the collector of customs in relation to a violation of the custom-house laws by the schooner *Pelican State*.

In reply I have to state that she was last seen about three weeks ago off Mobile on a trading voyage and was expected to return to New Orleans soon.

Very respectfully, your obedient servant,

J. B. MARCHAND,
Captain.

Commodore James S. PALMER,
Commanding First Div. West Gulf Blockading Squadron.

Abstract log of the U. S. S. Virginia, Acting Volunteer Lieutenant C. H. Brown, U. S. Navy, commanding.

March 8, 1864.—At anchor off San Luis Pass. Midnight to 4 a. m.: Several lights seen ashore in the neighborhood of the pass during the watch. At 8:45 a. m. hove up anchor and hove ship to, heading E. by N., drift N. N. W. At 9:40 strange sail reported bearing N. N. E. At 9:45 took in all sail and stood for strange sail bearing N. $\frac{1}{2}$ W. At 10:15 came to anchor with 15 fathoms chain in 6 $\frac{1}{2}$ feet water. Sent a boat's crew in charge of Mr. Thomas to board strange sail; returned and reported her the sloop *Randall*, from New Orleans, ostensibly for Matamoras. At the time of capture the *Randall* was within 2 $\frac{1}{2}$ miles of the beach and had on board a flag such as flies on the forts at Velasco, which has been ascertained to be a signal for friendly vessels running into that place. Received on board the crew; names as below:
Captain William Dickinson; William Taylor, August Poe, seamen.

Report of Rear-Admiral Farragut, U. S. Navy, referring to the C. S. ironclads Tennessee and Selma.

No. 57.]

FLAGSHIP HARTFORD,
Off Pensacola, March 9, 1864.

SIR: I am much gratified to be able to contradict my letter of the 1st instant, in which I stated the rebel ironclad *Tennessee* had crossed Dog River Bar, for although the vessel was pronounced the *Tennessee* by a man on board one of our vessels the moment he saw her, yet it is now reported by an engineer refugee, who left Mobile with his wife en route to New Orleans on the 1st of March, that the *Tennessee* was then alongside the wharf at Mobile, with the camels alongside and that the rebels have but little hope of raising her sufficiently to get her over the bar, but he also states that the ironclad that came down the bay did sink, as we supposed, in the blow which came out from the north that morning. He called her the *Selma*, but we have never heard of an

ironclad of that name in Mobile Bay. We think it was the *Tuscaloosa* or *Huntsville*.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Comdg. West Gulf Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Order of Rear-Admiral Farragut, U. S. Navy, to Commodore Palmer, U. S. Navy, regarding the U. S. S. Albatross.

U. S. S. HARTFORD,
Pensacola, March 9, 1864.

SIR: As it is now too late to gain anything by sending the *Albatross* up the [Mississippi] River, order her to this place and I will send her home later.

I am, very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Commodore JAMES S. PALMER,
Comdg. First Div. West Gulf Blockdg. Squadron, New Orleans.

Orders of Captain Jenkins, U. S. Navy, to Commander Strong, U. S. Navy, commanding U. S. S. Monongahela, to proceed with that vessel to New Orleans.

U. S. S. RICHMOND,
Off Mobile Bar, March 10, 1864.

SIR: Admiral Farragut directs that you proceed to New Orleans with the U. S. S. *Monongahela* under your command. You will please send Mr. Kutz, your chief engineer, on board to-morrow by the *Penguin* to close up the proceedings of the Board of Engineer's examination, after which you can proceed to New Orleans.

Very respectfully,

THORNTON A. JENKINS,
Captain, Comdg. Second Div. West Gulf Blockdg. Squadron.

Commander JAMES H. STRONG,
Commanding U. S. S. Monongahela.

Letter from Captain Drayton, U. S. Navy, to Captain Jenkins, U. S. Navy, regarding a distinguishing color for the double-enders.

FLAGSHIP HARTFORD, *March 10, 1864.*

MY DEAR JENKINS: There is so much trouble in distinguishing the double-enders from each other, as also the gunboats, that the admiral wants their smokestacks painted differently. The *Metacomet* is now red on top, the *Genesee* will be green. You can arrange the others.

I see no objection to the double-enders and gunboats using the same colors.

Yours, truly,

P. DRAYTON.

Captain T. A. JENKINS,
U. S. S. Richmond.

Capture of the schooner Sylphide, March 10, 1864.

Report of Acting Volunteer Lieutenant Brown, U. S. Navy, commanding U. S. S. Virginia.

U. S. S. VIRGINIA,
Off San Luis Pass, Tex., March 10, 1864.

SIR: I have the honor to report that in obedience to orders from Captain John P. Gillis, I took station off this pass March 6 for blockade duty.

At 3:30 p. m. on the 9th instant we saw a sail standing to the south and west. I immediately gave chase, and upon being seen by the stranger she tacked to the eastward. I fired a shot as a signal for her to heave to, but not until a number of shells burst near her did she do so.

She proved to be the schooner *Sylphide*, from Tampico, bound ostensibly to Havana. Her flag was of swallow-tail shape, with black, white, and black bars horizontal. When first seen she was standing with a fine wind to the S. W., and being very far from the true position which she should have been in if really bound for Havana, there was no doubt as to her intention to violate the blockade.

Her cargo consisted of salt, bagging, bale rope, coffee, cigars, bundles of flat and bar iron, and percussion caps. The latter article, however, was not mentioned on the manifest.

I have captured her as a prize to the United States, and with the approval of Captain Gillis send her to New Orleans for adjudication.

The prize lists accompany this report.

I am, sir, very respectfully, your most obedient servant,

CHAS. H. BROWN,

Acting Volunteer Lieutenant, Commanding U. S. S. Virginia.

HON. GIDEON WELLES,
Secretary of the Navy.

Report of Rear-Admiral Farragut, U. S. Navy.

No. 87.]

FLAGSHIP HARTFORD,
Off Pensacola, March 26, 1864.

SIR: I have the honor to report the capture on the 9th [10th] instant, by the U. S. S. *Virginia*, off San Luis Pass, coast of Texas, of the schooner *Sylphide*, attempting to run the blockade. It was only after being fired at repeatedly that she hove to. Her nationality could not be ascertained. Her cargo, as per manifest, consisted of salt, coffee, cigars, bagging, etc., but 20,000 percussion caps were found on board, which did not appear on any of the papers.

She was sent by the commander of the *Virginia*, Acting Volunteer Lieutenant C. H. Brown, into New Orleans for adjudication.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Abstract log of the U. S. S. Virginia, Acting Volunteer Lieutenant C. H. Brown, U. S. Navy, commanding.

March 10, 1864.—Off San Luis Pass. At 3 p. m. sail reported from masthead bearing S. E. by E. Gave chase, and after three hours' heavy steaming succeeded in overhauling her. She proved to be the schooner *Sylphide*, from Tampico for Havana, with an assorted cargo. Fired several shots before we compelled her to heave to. Took the captain and crew, consisting of 6 persons, on board, and sent Acting Ensign [Philo P.] Hawkes, with a prize crew, to take possession. Proceeded on our return to our station, where we anchored at 8:30, schooner lying to anchor on our port bow. Schooner at time of sight was steering S. S. W., but immediately on discovering us went about and stood S. S. E.

Crew of the *Sylphide*: T. H. Brown, mate; M. Rodriques, F. Martinez, N. Depeyspio, seamen.

Order of Captain Gillis, U. S. Navy, to Lieutenant-Commander Perkins, U. S. Navy, commanding U. S. S. Sciota, to proceed to Galveston for coal.

U. S. S. OSSIPEE,
Off Galveston, Tex., March 11, 1864.

SIR: If your presence is not particularly necessary at Pass Cavallo, you will come to this anchorage for coal. On your arrival a vessel will be dispatched to that place. At this time one can not very well be sent to relieve you.

Captain Marchand has arrived in the *Lackawanna* and will take command of this division. We go to Mobile.

Very respectfully, yours,

JNO. P. GILLIS,
Commanding Second Division West Gulf Blockading Squadron.

Lieutenant-Commander GEO. H. PERKINS,
Commanding U. S. S. Sciota.

Regulations for the picket boats.

MARCH 11, 1864.

The vessels present will take turns in sending in a picket boat at night.

Said boat will be in charge of a competent officer, and both officer and men will be fully armed.

The boat must be provided with a timepiece and binnacle and the necessary fireworks. She will not leave before dark and must return before daylight.

It will be the duty of the picket boat to watch the movements of the enemy inside, and for that purpose she will pull in for the wreck of the *Morning Light* and be prepared to give the following signals, viz:

Steamer coming out to the eastward—Coston signal No. 8 (all green).

Steamer coming out to the westward—Coston signal No. 5 (all red).

Should the weather be foggy, fire two muskets in quick succession and burn light if going west.

If going east, four muskets and light.

Should the steamer run directly out in mid-channel, the boat will avoid her, make no signal, and return to her own or the nearest vessel.

Should the steamer turn to the eastward, the boat will pull rapidly to the westward, and vice versa, until out of musket range, then make her signal.

The picket boat will not approach nor engage any of the enemy's picket boats unless chased or attacked. And in event of being chased she will pull for our nearest vessel.

It is deemed unnecessary to send out boats in clear moonlight nights.

M. B. WOOLSEY,

Commander, Senior Officer present off Sabine Pass.

Abstract log of the U. S. S. Nyanza, Acting Volunteer Lieutenant S. B. Washburn, commanding.

March 11, 1864.—At 6 a. m. made signal to the *Glide*; up anchor and steamed up the river, accompanied by the *Glide*. At 10 a. m. saw a boat sailing along the shore. Appearing suspicious, Mr. J. F. Beyer, in charge of a boat and 8 men, well armed, went off for the strange boat and returned at 12 with the same and a man and two children as prisoners; the man was well armed with a soldier's musket and knives; he had also \$147 Confederate and \$10 U. S. Treasury money. From noon to 4 p. m.: Proceeded on up Grand Lake. At 2 p. m. landed at Chicot Pass; took on board an iron money safe; left this place and went farther up the river, accompanied by the *Glide*. At 6 p. m. anchored in Mosquito Lake.

March 12.—At 6 a. m. got up anchor and steamed up [Atchafalaya?] River, by direction of the river pilot. At 7:50 all hands to quarters; got the battery and sharpshooters with muskets ready for action. From 8 to noon: All hands to quarters ready for action; proceeded onward for Butte-à-la-Rose. At 9 a. m. encountered a camp of rebel soldiers on the right-hand bank of the river (going up), consisting of about 35 or 40 men. Opened fire on them with forward broadside guns and muskets, but the rebel soldiers ran into the woods and escaped. Mr. J. F. Beyer, in charge of 8 men, landed, captured some soldiers' muskets, leather clothing bags, and destroyed the camp buildings by fire, then returned down the river and destroyed several boats and scows. At 2 p. m. anchored in Mosquito Lake. Our vessel suffered some damage from the firing of our own guns, viz, No. 1 gun on port side tore a considerable part of the side out of their fastenings; one shell of the starboard gun exploded in the fore-castle and tore up some of the fore-castle deck planks, also many window glasses and lamp chimneys broken from the concussion.

March 13.—At 6 a. m. up anchor and steamed through the lake down river. At 1:15 p. m. anchored off Brashear City. The captain went on shore, also the soldiers in charge of Lieutenant Pinckney.

March 14.—From 8 a. m. to noon: Sent the prisoner, Mendoza, and his two children on shore.

March 15.—At 5:45 a. m. hove up anchor and steamed down the Atchafalaya River in charge of pilot, Mr. Lewis. At 9 a. m. saw a schooner two points off our port bow; steered for her. At 10 fired the port forward gun to bring the schooner to, which hove to instantly and

anchored. Mr. J. F. Beyer received orders to board the schooner. The starboard boat was lowered, and as the boat tackle could not get unhooked soon enough, owing to too much headway of the steamer, the boat capsized and endangered the lives of the boat's crew, who were all thrown overboard. After some struggle three were saved and Henry Eberly drowned. He could not swim at all. Lowered the gig, boarded the schooner, which proved to be the *J. W. Wilder*, Captain Laganne.

Capture of the British schooner M. P. Burton, March 11, 1864.

Report of Rear-Admiral Farragut, U. S. Navy.

No. 117.]

FLAGSHIP TENNESSEE,
Off New Orleans, April 13, 1864.

SIR: I have the honor to report that the U. S. S. *Aroostook* captured, in latitude 28° 50' N., longitude 95° 05' W., on the 11th March last, the British schooner *M. P. Burton*, loaded with iron (bar, rod, and sheet) and shot.

She cleared from Havana and purported to be bound to Matamoras. When first seen she was steering direct for Velasco, some 200 miles out of her course.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Lieutenant-Commander Hatfield, U. S. Navy, commanding U. S. S. *Aroostook*, forwarding prize list.

U. S. S. AROOSTOOK,
Rio Brazos, March 11, 1864.

SIR: I have the honor to forward a prize list of this vessel for the schooner *M. P. Burton*, captured by this vessel about 10 miles E. S. E. from Velasco on this date. The *Burton* cleared from Havana with a British provisional register for Matamoras, loaded with iron of various sorts and shot.

Very respectfully,

C. HATFIELD,
Lieutenant-Commander.

HON. GIDEON WELLES,
Secretary of Navy.

Abstract log of the U. S. S. *Aroostook*, Lieutenant-Commander C. Hatfield, U. S. Navy, commanding.

March 11, 1864.—Off Velasco. At 6:20 p. m. a sail reported bearing S. E., got underway. At 6:30 made all sail. At 7:30 took it in and boarded schooner *Mary P. Burton*, from Havana. Expended one 12-pound howitzer cartridge. At 10:45 p. m. anchored in 10 fathoms

water. Schooner anchored near us. Took her crew, consisting of the following persons: Charles Nages, mate; R. L. Hand, second mate; N. Natwell, John Williams, B. Wilson, R. Totywan, and Edward Maine. Sent an officer and four men to take charge of her. Sent on board prize crew, bags, and hammocks, stores, etc.

Capture of the schooner Marion, March 12, 1864.

Report of Rear-Admiral Farragut, U. S. Navy.

No. 80.]

FLAGSHIP HARTFORD,
Off Pensacola, March 23, 1864.

SIR: I have the honor to report the capture, on the 12th instant, of the schooner *Marion*, by the U. S. S. *Aroostook*, Lieutenant-Commander C. Hatfield, off Rio Brazos.

She was bound to Havana from Tampico, with an assorted cargo of but little value.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant-Commander Hatfield, U. S. Navy, commanding U. S. S. *Aroostook*, forwarding prize list.

U. S. S. AROOSTOOK,
Off Brazos River, March 12, 1864.

SIR: I have the honor to forward a prize list of this vessel for the schooner *Marion*, captured this morning 15 miles E. S. E. from Velasco.

Very respectfully,

C. HATFIELD,
Lieutenant-Commander.

HON. GIDEON WELLES,
Secretary of Navy.

Abstract log of the U. S. S. *Aroostook*, Lieutenant-Commander Chester Hatfield, U. S. Navy, commanding.

March 12, 1864.—Off Velasco. At 5:30 a. m., a sail reported bearing S. E., got underway and went in chase. At 6:20 fired a howitzer; sent a boat in command of Acting Master S. V. Bennis and boarded her. He sent her captain and crew on board of us. She proved to be the schooner *Marion*. Put a prize crew on board. At 11:30 prize schooner got underway for Galveston.

March 14.—Off Galveston. The prize schooner hoisted her ensign at half-mast, union down, at 8:20 a. m. At 8:30 got underway and ran down to her, found she was leaking badly. Made fast alongside, took all her cargo on board, consisting of salt and iron. Dismantled

her of rigging, sails, and blocks. Took prize crew and captain and one man belonging to the schooner on board, sent carpenter on board the schooner, who cut a hole through her deck. Carpenter returned; cast off from schooner. At 2 p. m. fired 24-pounder into schooner, which caused her to fill and capsize and sink. At 4 got underway and destroyed schooner.

Report of Rear-Admiral Farragut, U. S. Navy, announcing arrival of vessels for his command.

No. 62.]

FLAGSHIP HARTFORD,
Off Pensacola, March 12, 1864.

SIR: I have the honor to report to the Department the arrival of the following vessels to form part of the squadron under my command: *Conemaugh, Metacomet, Narcissus, Cowslip.*

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding Western Gulf Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Instructions from Captain Marchand, U. S. Navy, to Commander Woolsey, U. S. Navy, senior officer off Sabine Pass, for the restriction of contraband trade.

U. S. S. LACKAWANNA,
Off Galveston, March 12, 1864.

SIR: Herewith I send Admiral Farragut's order in relation to the change of signal flags and Coston signals in the general signal book; also a proclamation of the President of the United States; an order from the Secretary of the Navy, and decision of prize court in relation to capture of vessels having illegal papers; circulars; reports of Secretary of the Navy, etc., which please distribute amongst the vessels under your charge off Sabine Bar.

The admiral designs sending several light steamers to operate on this coast, drawing from 6 to 8 feet water, and wishes to know how and where they can be advantageously employed in the rivers, bays, etc. I will thank you to give me such information as may guide the admiral in designating the service upon which they may be engaged.

The admiral is under the impression that contraband trade to some extent is carried on through Calcasieu River and Lake. It would be desirable, if you have the force, to keep a watch occasionally on that place also.

On the southwestern part of the coast many small schooners are now engaged running the blockade; such may be the case on that part of the coast of which you have charge. It is very desirable that a stop should be put to such illicit trade.

I will be much gratified to hear from you when opportunities occur.

Very respectfully, your obedient servant,

J. B. MARCHAND,
Captain.

Commander M. B. WOOLSEY,
Comdg. U. S. S. *Princess Royal*, Senior Officer off Sabine Pass.

Report of Captain Marchand, U. S. Navy, regarding blockade runners and blockading vessels on the coast of Texas.

U. S. S. LACKAWANNA,
Off Galveston, March 12, 1864.

DEAR SIR: On our way here we had extremely bad weather and encountered two gales, which, with chasing vessels, drove us so much out of the way that when the position of the ship was ascertained we were so near Galveston that to have gone to Sabine Pass would have been the delay of a whole day; consequently I ran here, and Captain Gillis, on his way to Mobile, will deliver the orders for change of signals to Captain Woolsey, off the Sabine.

As yet I can form no definite opinion as to the places which the several small steamers that the admiral intends sending to this coast can be advantageously employed. I will endeavor to obtain the information and let the admiral know as soon as possible. Captain Gillis will see the admiral and yourself and from his knowledge of the coast will give information upon that subject.

A brisk trade seems to be carrying on by the blockade runners on the coast between Matagorda and Galveston Bay, as appears by frequent captures, and it is possible on other parts of the coast, yet we have not a sufficient number of vessels to prevent it.

By the present arrangement three steamers (*Princess Royal*, *Chocura*, and *Antona*) guard Sabine Pass and look at Calcasieu River; five steamers (*Lackawanna*, *Kanawha*, *Cayuga*, *Owasco*, and *Aroostook*) are off Galveston watching the *Harriet Lane*, a bark, brig, and several schooners, apparently prepared to run out, besides the steamboats in the bay; one steamer (*Virginia*) at San Luis Pass; one steamer (*Penobscot*) at Brazos River, off Velasco; one steamer (*Sciota*) stationed at Pass Cavallo and occasionally to run to the Rio Grande, touching at Corpus Christi and Brazos Santiago, and the *Estrella* inside of Pass Cavallo, in Matagorda Bay, occasionally in good weather to run along the coast as far as Caney Creek.

For want of blockading vessels none are permanently stationed south of Pass Cavallo.

The *Aroostook* has just been withdrawn from the Brazos River, off Velasco, and her place taken by the *Penobscot*, that she may have some temporary work done to her boiler here, and in all probability before long she may have to return to New Orleans.

The character of the small steamers intended to be sent here by the admiral I do not know, but hope some may be of assistance on the outside blockade in the absence of more effective ones.

Very respectfully, your obedient servant,

J. B. MARCHAND,
Captain.

Fleet Captain PERCIVAL DRAYTON,
U. S. Flagship *Hartford*.

Order of Rear-Admiral Farragut, U. S. Navy, to the commandant of navy yard, Pensacola, urging the progress of repairs to vessels of Mobile squadron.

U. S. FLAGSHIP HARTFORD,
Off Pensacola, March 12, 1864.

COMMODORE: I have directed Mr. [Andrew] Cosgriff to report to you as master machinist at this yard, intending to make this yard his permanent station.

As you want persons, tools, or materials from Ship Island, let me know, and if the repairs on vessels at that place will admit of it, they shall be immediately ordered up to you.

I wish you would drive the machine shop, smithery, and casting cupola ahead as fast as possible, so as to afford us the means of repairs to the Mobile squadron, and spare us the necessity of sending the vessels to New Orleans for any but the most important work.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Commander WM. SMITH,
Commanding Pensacola Navy Yard.

Report of Lieutenant-Commander Low, U. S. Navy, regarding the forwarding of two prisoners of war.

U. S. GUNBOAT OCTORARA,
Off Grant's Pass, March 14, 1864.

MY DEAR SIR: The *Calhoun* has not yet returned; the *Jackson* went on a cruise down the sound and along north shore this morning, to be back to-night; she may find some supplies; and, if so, I will send you some by the first opportunity.

I send two prisoners of war, picked up from the beach yesterday; they seem to have but little news. They say, however, that the troops and people are discussing the expediency of calling a meeting of the people to decide by vote whether the war shall be continued or they shall give up.

We have coal for four days and a half of full steaming (54 tons), and by borrowing a little sugar and butter from the schooners, provisions will last till the 24th.

With much respect, very truly, yours,

W. W. Low.

Captain T. A. JENKINS.

Order of Rear-Admiral Farragut, U. S. Navy, to the commanding officer of the ship Sportsman regarding the discharge of that vessel.

PENSACOLA, March 15, 1864.

SIR: If possible, the cargo of the *Sportsman* will be transferred to the U. S. bark *Kuhn*, beginning to-morrow, if possible, when she will be discharged from the service of the United States.

To prevent delay occurring, you will please make immediate arrangements for putting on board what ballast may be required, as there must be no interruption to the unloading when it has once commenced.

Very respectfully,

D. G. FARRAGUT,

Rear-Admiral, Commanding West Gulf Blockading Squadron.

Commanding OFFICER, *Ship Sportsman.*

Order of Rear-Admiral Farragut, U. S. Navy, to officers commanding divisions of the West Gulf Squadron to furnish semimonthly lists of vessels under their command.

U. S. FLAGSHIP HARTFORD,
Pensacola, March 15, [1864].

COMMODORE: You will please report to me the names and positions of all vessels of the squadron within the limits of your division on the 1st and 15th of every month and forward the same to me as soon thereafter as possible.

Very respectfully,

D. G. FARRAGUT,

Rear-Admiral, Commanding West Gulf Blockading Squadron.

Commodore J. S. PALMER,

Commanding First Division of the

West Gulf Blockading Squadron, New Orleans.

[Order of same date and like tenor to Captain Thornton A. Jenkins, U. S. Navy, on the U. S. S. *Richmond*, commanding off Mobile, Second Division, and to Captain J. B. Marchand, U. S. Navy, on the U. S. S. *Lackawanna*, commanding off Texas, Third Division, West Gulf Blockading Squadron.]

Letter from Captain Drayton, U. S. Navy, to Captain Jenkins, U. S. Navy.

U. S. FLAGSHIP HARTFORD,
Off Pensacola, March, 15, 1864.

MY DEAR JENKINS: My intention in retaining the old numbers for the boat code was to make use of them entirely, keeping the general signal book for times when we are in the presence of the enemy, so that we may decrease the chances of the regular signals getting into the hands of the "Confeds," which seems to be the case now every few months. I enclose you the original order of the Bureau, which, as it is marked "confidential," do not leave about.

The *Union* arrived yesterday, bringing several officers, and among them one lieutenant-commander, Maxwell. If Gillis leaves, the admiral thinks of sending him to the *Ossipee* to take charge until Walker comes out.

Yours, truly,

P. DRAYTON.

Captain T. A. JENKINS,

U. S. S. Richmond.

I send you Parker's Steam Tactics for each vessel having a regular officer in command. They are for the libraries.

Stations of vessels belonging to the West Gulf Blockading Squadron.

FLAGSHIP WESTERN GULF BLOCKADING SQUADRON,
Off Pensacola, March 15, 1864.

SIR: I have the honor to report to the Department the following as the position of the vessels of my squadron, viz:

Off east end of Santa Rosa Island.—Steamer *Bloomer* and sailing vessel *Charlotte*.

Off Pensacola.—Steamers *Hartford*, *Genesee*, *Pinola*. Sailing vessels *Arthur*, *Potomac*, *W. G. Anderson*, *J. C. Kuhn*, *Nightingale*. Dispatch steamer *Cowslip*. Coal vessel *Bohio*.

Off Mobile.—Steamers *Richmond*, *Monongahela*, *Oneida*, *Cone-maugh*, *Ossipee*, *Metacomet*, *Sebago*, *Itasca*, *Port Royal*, *Penguin*, *Octo-rara*, *Kennebec*, *Tennessee*.

Off Ship Island.—Steamers *Calhoun*, *J. P. Jackson*. Sailing vessel *Vincennes*.

In Mississippi Sound.—The mortar vessels *O. H. Lee*, *Orvetta*, *Sarah Bruen*, *Henry Janes*, *John Griffith*, *Sea Foam*.

In Lake Pontchartrain.—Steamers *Nyanza*, *Commodore*. Sailing vessel *Corypheus*.

At the S. W. Pass of Mississippi River.—Sailing vessel *Pampero*.

Off New Orleans.—Steamers *Pensacola*, *Albatross*, *Cayuga*, *Gertrude*, *Pembina*, *New London*, *Seminole*. Steam tugs *Narcissus*, *Hollyhock*, *Ida*. Tinclad *Meteor*. Coal vessel *M. A. Wood*.

In Berwick Bay.—Steamers *Granite City*. Tin clads *Stockdale*, *Glide*.

Off Sabine Pass.—Steamers *Aroostook*, *Estrella*, *Chocura*, *Princess Royal*, *Virginia*.

Off Galveston.—Steamers *Lackawanna*, *Kanawha*, *Penobscot*, *Katahdin*.

Off Pass Cavallo.—Steamers *Antona*, *Sciota*.

Off the mouth of the Rio Grande.—Steamer *Owasco*.

The steamers *Arkansas* and *Augusta Dinsmore* are employed as supply and dispatch vessels between New Orleans and the coast of Texas, and the tugs *Glasgow* and *Jasmine* between New Orleans and the vessels at Pensacola.

The steamer *Arizona* has gone up the Mississippi River on account of the health of her crew.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Captain Jenkins, U. S. Navy, commanding Second Division of West Gulf Squadron, regarding the vessels of his command.

U. S. S. RICHMOND,

Off Mobile Bar, March —, 1864.

SIR: I have respectfully to report, in obedience to your order of the 15th instant, that the following vessels attached to this division were at this anchorage on the 15th ultimo, viz:

Richmond, *Oneida*, *Pembina*, *Kennebec*, *Sebago*, *Penguin*, *Port Royal*, *Itasca*, *Metacomet*.

That the *Calhoun* and *Jackson*, steamers, and the bomb vessels were in Mississippi Sound at that time. That the *Genesee* and *Pinola* were in Pensacola at that time.

That the *Monongahela*, on the 12th, and the *Octorara*, on the 14th, left for New Orleans.

The *Gertrude* was in New Orleans when last heard from. Where the *Albatross*, *Ossipee*, and *Conemaugh* are I am unable to say.

I am, very respectfully,

THORNTON A. JENKINS,

Captain, Comdg. Second Div. West. Gulf Blockading Squadron.

Rear-Admiral D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron,
U. S. Flagship Hartford.

Report of Captain Marchand, U. S. Navy, regarding the disposition of vessels of the Third Division of West Gulf Squadron.

U. S. STEAM SLOOP LACKAWANNA,
Off Galveston, March 16, 1864.

SIR: I have the honor to inform you that yesterday the *Katahdin*, Lieutenant-Commander John Irwin, joined the blockade of this coast from New Orleans, and that the *Aroostook*, Lieutenant-Commander Hatfield, left for the same place for repairs to her boilers. The same evening the *Arkansas* reached here from Pass Cavallo and continued along the coast on the way to New Orleans. The *Sciota* arrived to-day from the Rio Grande, touching at all points along the coast. Neither she nor the *Arkansas* brought information of importance.

Nearly the same disposition remains of the blockading as when Captain Gillis left, viz: *Princess Royal*, *Chocura*, and *Antona* at Sabine Pass; *Lackawanna*, *Owasco*, *Kanawha*, *Katahdin*, and *Sciota* off Galveston; *Virginia* at San Luis Pass; *Penobscot* at Brazos River, off Velasco; *Estrella* at Pass Cavallo, in Matagorda Bay, occasionally in good weather to come outside and coast as far to the northward and eastward as Caney Creek.

The *Cayuga* will leave this evening to take the place of the *Sciota*, whose station was off Pass Cavallo, and occasionally to examine all parts of the coast from San Bernard River to the Rio Grande and aid the land forces if necessary.

The schooner *Marian*, of 12 or 18 tons burden, laden with a few sacks of salt and bundles of iron, captured by the *Aroostook* off Velasco about the 9th instant, and reported to you by Captain Gillis as being in an unseaworthy condition, sunk at her anchorage off this place on the 14th instant in a gale, not, however, before the cargo was removed to the *Aroostook*, which latter vessel has taken it to New Orleans for adjudication.

The *Harriet Lane*, with all masts down, still lies under the guns of the fort at Pelican Spit, protected by steam guard boats and an encampment of the enemy on Pelican Island. About seventy persons are represented to be on board.

Acting Master E. A. Terrell, formerly of the *Owasco*, who had been sent to New Orleans as a witness to the district court, returned as pas-

senger in the *Katahdin*. I have ordered him temporarily on duty on board the latter vessel in consequence of a deficiency of officers.

Very respectfully, your obedient servant,

J. B. MARCHAND,
*Captain, Commanding Third Division
 West Gulf Blockading Squadron, Coast of Texas.*

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron.

Report of Captain Marchand, U. S. Navy, regarding Confederate fortifications between Galveston and Matagorda Bay.

U. S. STEAM SLOOP LACKAWANNA,
Off Galveston, March 16, 1864.

SIR: In reference to the employment of the small steamers you propose sending to this part of the blockading fleet, I have made enquiries and learn that there are but few inlets on the coast unoccupied by our land forces into which they could go.

Sabine Pass has ordinarily 7 feet of water on the bar and is the only one on the coast with muddy bottom; all the rest have hard sand bars. Vessels drawing 10 feet may, under the most favorable circumstances of a southerly gale and heavy swell, be forced through the mud into the Sabine River. Calcasieu, to the eastward of Sabine Pass; San Luis and Brazos River, at Velasco, have each nearly 7 feet on the bar. On the bar at San Bernard River 3 feet is obtained. The remaining places—Cedar Creek and Caney Creek—are so nearly closed by sand that the water ripples on the bars in light weather.

The enemy appear to be fortifying the coast between this place and Matagorda Bay. Captain Gillis informed me that they had erected a fort on the west end of Galveston Island to guard San Luis Pass. From other sources I learn that they have a fort on each side of the entrance of the Brazos River, each having about four guns, smoothbore. On the east side of San Bernard River a fort exists of four guns, two of them smoothbore and the remainder rifled guns of about 12-pounder caliber. At Cedar Creek a small battery stands with light guns, and at Caney Creek, on the east side of the entrance, is a fort with four guns, three of them smoothbore and one 30-pounder rifle with a range of about 3 miles.

The forts and batteries at San Bernard River and Cedar and Caney creeks do not appear to have been constructed to prevent our gun boats going in, as so little water is found upon the bars, but to resist the advance of our land forces from Matagorda Peninsula toward Velasco. Many rifle pits and pits for the use of fieldpieces have also been constructed between the Brazos River and Caney Creek, especially between the former place and San Bernard River, apparently with the design of preventing our land forces disembarking on that part of the coast.

Of the defenses of Galveston doubtless Captain Gillis has given you full information, as on his leaving he took with him a chart locating the position of all the strengthened points.

Very respectfully, your obedient servant,

J. B. MARCHAND,
Captain.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron.

Letter from Rear-Admiral Farragut, U. S. Navy, to Captain Jenkins, U. S. Navy, regarding general matters.

FLAGSHIP HARTFORD,
Pensacola, March 17, 1864.

DEAR CAPTAIN: I suppose you have heard nothing new of the ram *Tennessee* lately. I saw by a Mobile paper great lamentations about their having anchored her in 5 fathoms water above Dog River Bar—that is, they said a vessel that great things had been expected from, etc., not calling her by name; but I am so suspicious of the rebs that I feared it might be to take us in, as they did about the *Merrimack*.

I see that they fired on one of their blockade runners the other night, in passing Fort Gaines, by mistake, showing that our suspicions are true that they run out through Pelican Pass. Walker, the spy, told me he knew that they did. I have sent a little vessel for the sound, the *Cowslip*. She will be a very efficient vessel, so soon as the captain learns something about the sound.

I must try and do something for the late commander of the *Jackson*. He is a very good officer. The fact is, there will not be one in five of those who come out in these vessels fit to command them as vessels of war. We have given him an ensign to exercise his crew at the guns, etc., and as she only draws 6 feet water, she will be able to run all over the sound.

Please let me have a note from you by every vessel you send in for coal, etc. I don't mind reading the letters; let me know all the news.

Yours, truly,

D. G. FARRAGUT,
Rear-Admiral.

Captain T. A. JENKINS,
Commanding Second Division.

Hoist your Second Division pennant.

Letter from Captain Drayton, U. S. Navy, to Captain Jenkins, U. S. Navy, regarding the quiet conditions at Pensacola, Fla.

U. S. S. HARTFORD,
Pensacola, March 17, 1864.

MY DEAR JENKINS: Where is the *Ossipee* and where the *Oneida*, which you said were to be in here to coal last Tuesday? The admiral is imagining all kinds of accidents on the coast of Texas, or elsewhere, as the cause of detention. There is an entire lull of excitement at this place, and it is only better than the blockade because quieter in an elementary sense. The admiral seems to chafe a little at inaction, but yet even he can scarcely bring himself to believe that there would be any object in running the gantlet of the forts without soldiers to give stability to the movement; and if Banks has no better luck than Gillmore, I am afraid there will be no soldiers to spare for some time.

What a stupid movement that whole Florida one seems to have been. Had it been only connected with a demonstration on this side, which could have easily been made, its chances of success would have been much greater; but I suppose they wanted a monopoly of the glory and got a beating, which, had the enemy only followed up the victory

(which neither of us ever do), would have ended in the total destruction of our army.

Yours, truly,
 Captain T. A. JENKINS,
U. S. S. Richmond.

P. DRAYTON.

Letter from Commodore Palmer, U. S. Navy, to Major-General Banks, U. S. Army, responding to a request for a gunboat in Red River.

U. S. S. PENSACOLA,
Off New Orleans, La., March 18, 1864.

GENERAL: I have received your communication of this date with the request that a gunboat may be sent up to the mouth of Red River for the purpose of preventing unauthorized trade from this city. I have to inform you that Admiral Porter's fleet controls the police of the river above Donaldsonville. At this moment I learn that there are three of his vessels at the mouth of Red River, which doubtless will prevent any illicit intercourse that may be brought to their notice.

Very respectfully, your obedient servant,

JAMES S. PALMER,
Commodore, Commanding U. S. Naval Forces, New Orleans.

Major-General N. P. BANKS, U. S. Army,
Commanding Army of the Gulf.

Order of Rear-Admiral Farragut, U. S. Navy, to Captain Gillis, U. S. Navy, to provide passage to New Orleans for deserters from the C. S. S. Selma.

U. S. FLAGSHIP HARTFORD,
Pensacola, March 18, 1864.

SIR: You will give passage in your vessel as far as New Orleans to the following deserters from the rebel steamer *Selma*: Thomas Keats, Malcolm Chalmers, Hugh Kelly, and John F. Simmons; and to R. B. Holley, a master's mate, whom they brought off and delivered up as a prisoner.

You will direct Commodore Palmer to deliver them to the provost-marshal, with a statement of the circumstances.

I am, very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Captain J. P. GILLIS,
Commanding U. S. S. Ossipee, off Pensacola.

Letter from Rear-Admiral Farragut, U. S. Navy, to Commodore Palmer, U. S. Navy, regarding outlays upon ironclads.

U. S. FLAGSHIP HARTFORD,
Off Pensacola, March 18, 1864.

COMMODORE: We will have to stop the outlays upon the ironclads, if so expensive; but I can not understand why it should cost so much as

\$8,000, when they told me it would only cost as many hundreds, to haul up one and about \$2,000 to copper her, including the copper or metal.

It is nonsense to send these vessels into salt water, where the worms bite, without protection against them.

As soon as I can get suitable commanders for these vessels I must send two of them down to the Rio Grande and one of light draft to Calcasieu.

I have been obliged to send the *Cathoun* into fresh water for fear of her sinking.

Very respectfully,

[D. G. FARRAGUT],
Rear-Admiral.

Commodore J. S. PALMER, U. S. Navy,
Commanding First Division West Gulf
Blockading Squadron, New Orleans.

Letter from Rear-Admiral Farragut, U. S. Navy, to the Bureau of Navigation, regarding signals.

PENSACOLA, FLA., March 20, 1864.

ADMIRAL: You will have to do something to simplify the signals. It has now become a matter of the greatest anxiety to the officers in this fleet. There are nothing but mistakes with two sets of signals—the regular and the boat code. Can not the thing be simplified by keeping the signal book, numerical signals, and flags always the same, and when it becomes necessary to change the signals by loss of a signal book do so by adding and subtracting a number you may decide upon; for example, No. 43 reads “Anchor.” The officer making the signal adds 2 (or any number you please); the signal officer reads it “45,” but subtracts 2 from it and looks in the signal book and finds (as intended).

Of course, it would not be necessary with common signals, such as for lowering sails or a boat, etc. It is a matter of no consequence who knows the ordinary signals. The change, perhaps, would only be necessary in matters of importance. When it is necessary to be particular, indicate it by a signal which shall mean that the number 2 is now to be added and subtracted. It occurs to me that this would obviate all the difficulty we have at present, which I assure you no one can comprehend except those who have to use them.

The signals have been changed so frequently that we scarcely learn the flags before they are altered.

I really beg that you will give this subject your attention, for I look for some disaster daily.

The *Ossipee* was fired at by the Mobile blockading vessels at night. There is a general complaint in the squadron.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Rear-Admiral C. H. DAVIS, U. S. Navy,
Chief of the Bureau of Navigation.

Letter from Rear-Admiral Farragut, U. S. Navy, to the Bureau of Yards and Docks, regarding the inadequate means for repairs to vessels.

PENSACOLA, March 20, 1864.

ADMIRAL: I have to acknowledge the receipt of your kind communication of the 27th February, 1864.

I do not expect the Bureau to do more than Congress will permit, but I am perfectly aware that it is difficult for either Congress or yourself to comprehend the true state of the case, because I, who am the sufferer, find it difficult to explain. The facts are simply these: My fleet consists of more vessels than our whole Navy did a few years back, three-fourths of them steamers—say 59. The dockyards at the North can not do half the work required of them in time.

I send a vessel North for repairs which we have not the appliances to make, and she remains eight weeks, and returns to me and requires to go to New Orleans for one or two months to repair before she can take her station on the blockade.

Anything we have the machinery and appliances generally to do we can do in half the time it is done at the Northern dockyard, simply, I suppose, because they are overworked. At New Orleans the work is done by the job and day's work.

They sent me vessels from the Upper Mississippi for the shallow waters of the Gulf, but they will be eaten up by the worms in two months without copper, so they must be hauled up and coppered and much strengthened to go outside to get to their stations.

Our blockaders are from 300 to 500 and 700 miles from New Orleans. It is necessary that we should have the means of repairing our blockaders at a nearer port. Pensacola is the nearest (only 40 miles from Mobile), where we have 20 vessels on the hardest possible service, liable to break down every moment, and obliged to keep steam up all the time.

At Pensacola I have a fine depot of everything we need, except the appliances for repairs, and, thank God, they are progressing rapidly. We have a good harbor, fine dock for the vessels to haul into when necessary for particular work, and good stone wharves for coaling, etc., with a fine pair of shears and cranes, and will soon have a fine hospital, able to accommodate 200 to 300 sick.

You say that I did not state the size of the Nasmyth hammer; I think I did, from 1,500 to 3,000 pounds. I will be thankful for anything.

I think that there must be some mistake in the course my requisitions took, for I am informed by the engineer-in-chief that a hammer had been ordered from New York.

You speak of the cost of boilers and steam power enough for all purposes. My boilers are set and at work, running two lathes, a drill-press, and I will soon have the puncher and shears added to it. The machine shop is beginning to look like work, but owing to our not having the large bellows we are unable to get a heat upon large pieces of iron.

The old smith's shop is alongside of the machine shop, and I wish three rooms of the old building roofed over; the first for the smithery, which will contain six forges, two of which will be for the use of the steam hammer. When that is done we will be able to do almost any wrought-iron work for the fleet. The second room will be for the

foundry; we have the cupola, etc., and the molding sand left by the rebels. The third room will be for any boiler work.

The whole expense of the above will be that of cleaning and laying the brick and putting on the roof.

Ship Island is at the entrance of the Mississippi Sound, and protects the entrance to New Orleans by the lakes [Pontchartrain and Borgne].

We have been obliged to keep a small force in the sound all the time. I select for this work the vessels which are unable to go outside by reason of worn-out machinery, boilers, or hulls. These vessels require constant patching and repairs, and we have made the lame ducks do astonishing service in this way during the last twelve or eighteen months; so that The Ship Island shop is very necessary, but it is a very small affair, and will be reduced still more by bringing the workmen to Pensacola (say 7 or 8); the machinery is very limited, and small but sufficient for the place.

You must bear in mind that vessels in the sound can not be risked to Pensacola, but those in the lake or sound can all go to Ship Island for repairs and coal with perfect safety. Still, it is a rough place to lie, except with a southerly wind. I have been there a week without being able to go on shore without being drenched, and therefore did not go.

I have written you this long letter, admiral, to convince you that I am not an unreasonable man, and, in conclusion, will pledge myself to do all in my power to "reduce the rebels to submission within the next season," as you desire.

We are ready to go ahead whenever the order is given; but we must have soldiers stop up the back doors of Gaines and Morgan.

Very respectfully,

[D. G. FARRAGUT],
Rear-Admiral.

Rear-Admiral JOSEPH SMITH, U. S. Navy,
Chief of the Bureau of Yards and Docks, Washington, D. C.

*Order of Rear-Admiral Farragut, U. S. Navy, to Commodore Palmer,
U. S. Navy, restricting passengers on naval vessels.*

U. S. FLAGSHIP HARTFORD,
Off Pensacola, March 20, 1864.

COMMODORE: Hereafter no officer or other person must be permitted to take passage in any naval vessel from New Orleans without a written order or permission from yourself or the senior officer present.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Commodore JAMES S. PALMER, U. S. NAVY,
Comdg. First Div. West Gulf Blockdg. Squadron, New Orleans.

[Similar orders sent to Captain T. A. Jenkins, U. S. Navy, off Mobile.]

Letter from Rear-Admiral Farragut, U. S. Navy, to Commodore Palmer, U. S. Navy, regarding general matters.

U. S. FLAGSHIP HARTFORD,
Pensacola, March 21, [1864].

SIR: In answer to your letter of the 19th instant, received by the *Jasmine*, I have heard all the news respecting the movements of the army.

I can not spare the *Cowslip*, as she is the only vessel I have in Mississippi Sound except now and then one taken from the blockade. As soon as vessels of light draft arrive, I will send them down to look after Vermilion and Calcasieu bays. As to the *Octorara*, let Mr. Shock go ahead and repair her as fast as he can. I will send north for the tubes. Let him send his requisitions here for what he wants and send copies with the specifications to the Bureau of Steam Engineering. As to galleys, she fitted [them] out as they are, and so let them be. If I send every vessel home that is likely to have the fever, I fear that I shall have no squadron left.

If the *Dinsmore* is not likely to be ready in time, send the *Arkansas* down the coast again in about a week, instructing the captain to keep close into the shore, particularly between Vermilion and Calcasieu.

I do not wish a new screw for the *Jasmine*, she [illegible] northeast wind than usual.

I want to know what work Mr. Shock is doing for the *Richmond* that he talks so seriously about her going into port to have fixed. We have something more than moral effect to deal with out here. They all talk about sending vessels north as if there was a superabundance of them, when we have not actually a vessel to send down on the coast.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Commodore J. S. PALMER,
Commanding First Division, off New Orleans.

Report of Rear-Admiral Farragut, U. S. Navy, transmitting letter from the prize commissioner at New Orleans, regarding the disposition of captured munitions of war.

No. 79.]

FLAGSHIP HARTFORD,
Off Pensacola, March 21, 1864.

SIR: I forward herewith a communication from the U. S. prize commissioner at New Orleans, referring to the cargoes of prize vessels, which, consisting as they do of munitions of war—powder, muskets, pistols, etc.—intended for the rebels, can not be sold in New Orleans in consequence of orders issued by the provost-marshal-general.

He suggests that these articles be appraised here and turned over to the Navy at their appraised value, crediting the captors therewith.

I approve of the suggestion, but submit the matter for the decision of the Department.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

OFFICE 29 COMMERCIAL PLACE,
 UNITED STATES PRIZE COMMISSIONER'S OFFICE,
New Orleans, March 19, 1864.

SIR: In the capture of prize vessels running the blockade from Nassau, Havana, and other ports to Alabama and Texas, in their assorted cargoes, which are sold at auction, the proceeds to be divided as prize moneys among, we find powder, percussion caps, muskets with bayonets, navy pistols, etc. All were intended for the Confederacy, which can not be sold here by order of the provost-marshal-general; the powder (500) kegs and other munitions of war are of superior quality and workmanship, and I respectfully suggest that they be appraised and turned over to the Navy here, and their value credited to the different vessels making the captures. But for some such arrangement, these things will be lost to the Navy, and their value under any circumstances deteriorated.

I am, very respectfully, your obedient servant,
 T. B. THORPE,
Prize Commissioner.

Admiral DAVID G. FARRAGUT,
Department of the Gulf, New Orleans.

Letter from the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, forwarding information from the U. S. consul at Tampico, regarding breach of blockade.

NAVY DEPARTMENT, *March 21, 1864.*

SIR: The honorable Secretary of State has submitted to my perusal two dispatches, of date the 8th and 15th ultimo, received by him from the U. S. consul at Tampico, from which the following are extracts:

February 8.—I am much gratified at the prompt measures which you were pleased to take for the purpose of checking the traffic of blockade runners between Texas and this port, which has increased to an alarming extent. From the 6th of September to the 17th of December, inclusive, of 1862, eleven of those vessels arrived at and loaded in this port, 1,519 bales of cotton, averaging in weight 450 pounds to the bale.

February 17.—Yesterday a steamer called the *Emma*, which has been for several months past under the British flag as a towboat, cleared for the port of Havana; Fredk. Grisser, Esq., the reputed owner of the steamer in question, and consul for Hanover for this port, invested that vessel with the nationality of his country. I was permitted by the Spanish consul to examine the manifest of the cargo of the *Emma*, which is composed of imperial white and brown sheetings, salt, coffee, and one crate, said to contain delftware, but in all probability it was filled up with small arms, as it is well known here that the vessel is actually bound for a port of Texas.

Yesterday I had the mortification to witness the arrival in this port of three small vessels under British colors and one under the rebel flag, all from Galveston, bringing, together, 120 bales of cotton.

I am fearful that our Navy is not on the alert on the coast of Texas.
 Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron, New Orleans.

*Firing on the stranded steamer Matagorda by the U. S. S. Penobscot,
March 21 and 22, 1864.*

Abstract log of the U. S. S. Penobscot, Lieutenant-Commander A. E. K. Benham, U. S. Navy, commanding.

March 21, 1864.—At 11:30 a. m. fog raised; saw a large side-wheel beam steamer, painted lead color, bearing N. by W.; got underway and stood inshore. Heavy sea running from N. E. At 4 p. m. went to quarters and opened fire on strange steamer ashore on the bar, fire being returned by the forts, two of their shell passing over and bursting close to us. Hauled offshore, none of our shell taking effect. Expended 4 15-second XI-inch shell, 4 20-pounder charges of powder, 15 primers, and 5 charges compressed powder, 3 percussion and 2 15-second shell for 20-pounder Parrott. Ship rolling heavily during the action. At 5:30 let go starboard anchor in 6 fathoms water veering to 30 fathoms chain.

March 22.—At 12:30 a. m. saw a light bearing N. E. $\frac{1}{2}$ N. At 1 a. m. proved to be a three-masted propeller, standing southward and westward. At 12:15 p. m. saw a vessel on shore which yesterday was taken for a signal station. Got underway and stood for her. She proved to be a three-masted schooner, high on the beach. Went to quarters fired 2 10-second and 1 15-second XI-inch shell, 3 15-second 20-pounder shell, 3 20-pound charges of powder for the XI-inch pivot, 7 primers, without taking effect. Deeming it imprudent to send boats, as a strong guard was on shore to intercept them, we hauled off and stood to our station. At 3:20 p. m. came to anchor.

Report of Captain Herndon, U. S. Army, commanding post.

HEADQUARTERS POST,

Velasco, Tex., March 22, 1864.

SIR: I have the honor to report that about 4:30 o'clock yesterday the blockader, a schooner-rigged propeller, passed up to the eastward some 3 miles from the forts and then came back, just out the range of our guns, with the wind and sea, and opened fire on the steamship *Matagorda*, which was still aground. She fired four shots from a Parrott gun, all passing over the vessel and exploding some distance to the rear. The enemy then passed to the eastward again, not being able with so much wind and sea to fire going up, and the second time came down within range of both batteries. The enemy fired three shots, one of them, a shell, exploded within a few yards of the *Matagorda*, one exploded so near Doctor Seeds that he was covered with cinders and smoke, and a solid shot knocked down a horse at the bridge on the bayou. Our guns shot remarkably well, since six shots from our batteries came very near—some went over, some a little short, glanced (ricochetted), and, I think, struck the vessel, and a 32-pounder shell, thrown from the Velasco side, exploded directly over the vessel of the enemy, which drove the gunners from their guns and the men from off the deck, and the vessel remained in an unmanageable condition for about ten minutes, when she backed out to sea without firing any more. The enemy came to anchor about 3 miles out. There were seven shots fired by the enemy and fifteen shots by our batteries.

To-day is a beautiful day for the enemy to fire at the steamship, and they certainly will during the day. A three-masted vessel passed here going westward last night. The steamer *Matagorda's* crew all abandoned her yesterday evening, but a few went aboard last night to watch and signal the guards on shore. She is about 18 inches in the sand; considerably listed on the larboard side. The captain thinks he can save her; others entertain a different idea, and believe her a wreck. The schooner *Emily* still on the beach. All her cargo is here safely housed; the supercargo left for Houston on the *Mary Hill*.

* * * * *

The crew of the *Matagorda* have gone on board to endeavor to get her off, but it will be a difficult task. Nothing from San Bernard this morning. The enemy still at anchor 3 miles out. Nothing further of importance.

Very respectfully, your obedient servant,

W. S. HERNDON,
Captain, Commanding Post.

Colonel JOSEPH BATES,
Commanding, etc.

Order of Captain Jenkins, U. S. Navy, to Lieutenant-Commander Jouett, U. S. Navy, commanding U. S. S. Metacomet, to proceed to duty in Mississippi Sound.

U. S. S. RICHMOND,
Off New Orleans, La., March 22, 1864.

SIR: I enclose a copy of an order from Rear-Admiral Farragut, directing one of the vessels of this division to be sent into Mississippi Sound, and I have determined to send the steamer *Metacomet*, under your command, for the first tour of duty off Grant's Pass. You will please carry out the instructions embraced in the order referred to. In case the bomb vessels need water before they can reach Pensacola, and you can not supply them from your vessel, you will please send them in pairs to Round Island to take in a sufficient supply, and with injunctions to be careful to keep their boats, officers, and men under their guns while watering ship.

A buoy has been placed in Petit Bois [Island] Pass, and I understand that there is another on the beach at Dauphin Island, which can be easily recovered. It is probable that pieces of spars, chain, and other means to construct temporary buoys may be had between Grant's Pass and Ship Island. Lieutenant-Commander Bigelow, whose orders I enclose, will turn over to you copies of all instructions relating to duty in the sound.

Very respectfully,

THORNTON A. JENKINS,
Captain, Comdg. Second Div. West Gulf Blockading Squadron.

Lieutenant-Commander JAMES E. JOUETT,
Commanding U. S. S. Metacomet, off Mobile Bar.

Report of Major-General McClelland, U. S. Army, giving information obtained regarding Confederate operations in Texas.

HEADQUARTERS THIRTEENTH ARMY CORPS,
Matagorda Island, Tex., March 23, 1864.

COLONEL: A number of colored refugees escaping from Port Lavaca brought within our lines last night the rebel schooner *Fanny Fern*, which has been turned in to the quartermaster as United States property. The same refugees report that Green's rebel brigade left Lavaca River about two weeks since, and that Duff's regiment was under marching orders, both for Louisiana. They also report that Brackenridge, with three companies of cavalry, now occupies Powderhorn (Indianola); that families declining to come away with us and remaining there are harshly treated and ordered to leave next week (when the town is to be burned), and that two schooners remain in Lavaca Bay, the *Neptune* and *Angeline*, the latter loaded with cotton and commanded by Poindexter, who professes the intention to run the blockade, of which I have advised Lieutenant A. P. Cooke, commanding the U. S. gunboat *Estrella*, now here.

Captain Armstrong, commanding Texas scouts, reported last night, through the line of couriers running between the extremities of this island, that a small rebel force, probably a reconnoitering party, showed itself yesterday on the mainland beyond Oyster Shell Reef, but soon disappeared. To-day I made a personal reconnoissance in that direction, but neither saw nor heard further of the party. Our defensive works, at the rate they are now progressing, notwithstanding the wasting action of the wind upon the sand of which they are composed, will be soon pushed to completion. They could be made available now as a partial defense. Their permanency will be secured as far as possible by the use of grass sods.

Before concluding this dispatch I can not forbear expressing the opinion that now, while the enemy's attention and most of his forces are drawn eastward to the Red River, a most favorable opportunity offers for concentrating a force at this point and penetrating into Texas. With the Thirteenth Army Corps reinforced by a due proportion of cavalry and cooperated with by a few vessels of war, I am convinced that Houston, Galveston, and the hostile works near the mouth of the Brazos River might be taken, and the way thus opened to the speedy overthrow of the rebel power throughout Texas. My best endeavors, and life, if necessary, are at the disposal of the general commanding to carry into effect so important an object.

Your obedient servant,

JOHN A. McCLELLAND,
Major-General, Commanding.

Colonel RICHARD B. IRWIN,
Assistant Adjutant-General, Department of the Gulf.

Order of Captain Jenkins, U. S. Navy, to Lieutenant-Commander Grafton, U. S. Navy, commanding U. S. S. Genesee, to relieve the U. S. S. Metacomb in Mississippi Sound.

U. S. S. RICHMOND,
Blockade off Mobile, March 26, 1864.

SIR: You will proceed on Tuesday morning next (if the weather is suitable, otherwise the first suitable morning thereafter), with the

U. S. S. *Genesee*, under your command, to the vicinity of Grant's Pass, via Horn Island Pass, and relieve Lieutenant-Commander Jouett, commanding the U. S. S. *Metacomet*, of the command of that portion of the Second Division doing duty in Mississippi Sound, and in time to enable Lieutenant-Commander Jouett to reach the blockade squadron stationed off the bar of the main entrance to Mobile Bay before dark of the same day.

You will receive from Lieutenant-Commander Jouett the instructions and unexecuted orders relating to duty in Mississippi Sound.

The steamer *Crowslip* will, for the present, be the only vessel stationed for guarding the passes and patrolling the sound.

You will communicate by signal when necessary with the vessel that may be sent for that purpose, or the one that may be stationed off the Middle and Pelican channels. The mail boat will communicate with you when the weather will permit, both going and returning. As soon as Petit Bois is properly buoyed, the mail boat will enter and leave the sound through that pass.

Very respectfully,

THORNTON A. JENKINS,

Captain, Comdg. Second Div. West Gulf Blockading Squadron.

Lieutenant-Commander EDWARD C. GRAFTON,

Commanding U. S. S. Genesee.

Letter from Captain Jenkins, U. S. Navy, to Lieutenant-Commander Jouett, U. S. Navy, regarding operations in Mississippi Sound.

U. S. S. RICHMOND,

Blockade off Mobile, March 26, 1864.

SIR: Your report of the 23d instant from Mississippi Sound, explaining the cause of your having abandoned the station assigned you at your own request on Sunday last, has been received.

To admit the propriety of a commanding officer abandoning a station assigned to him off a blockaded place in anticipation of a coming storm, or for any other reason, before attempting to communicate with the senior officer in command, would be virtually authorizing the officers in command of blockading vessels to raise the blockade established by the Government whenever, in their separate and independent judgments, they ought to seek harbors either before or during gales. I therefore can not admit that you were justified in leaving the station assigned to you, as you did a little before dark on Sunday evening, the 20th instant, and steering to the westward of the "Middle and Pelican channels," and also out of signal distance, in violation of the instructions which have always existed on this blockade and which have been repeated since I last assumed the command.

I am unwilling to believe that you designed to lead me to infer from the remark---that Admiral Farragut said to me in Pensacola he thought it well for the double-enders to run inside the sound for shelter---that Admiral Farragut intended to instruct or authorize any officer in command of a double-ender to leave his station on the blockade without the knowledge or authority of the senior officer present.

Admiral Farragut commands the fleet, and with that fleet he commands me as one of the senior officers of it; but he only commands

this division through me, whom he properly holds responsible for the proper execution of the duties assigned to it.

The anchorage off the Middle and Pelican channels is well protected against winds from the N. N. E. around to the northward and westward, as you state the wind was on the 21st.

With reference to the ability of the *Metacomet* to ride out an ordinary gale, I have no means of forming an opinion; but two of that class of vessels (and among the oldest) have ridden out most of the gales of the past winter off Mobile Bar without damage.

On Sunday, March 20, at 4 p. m., on board of this ship the barometer is recorded 30.07 inches; at 6 p. m., 30.06 inches. On Monday, March 21, it was recorded at 8 a. m. 29.88 inches; between Sunday afternoon (2 p. m.) and Wednesday noon (23d) the lowest record of the barometer was at 11 p. m. of the 21st and at 2 p. m. of the 23d. It then stood 29.76 inches.

Very respectfully,

THORNTON A. JENKINS,

Captain, Comdg. Second Div. West Gulf Blockading Squadron.

Lieutenant-Commander J. E. JOUETT,

Commanding U. S. S. Metacomet.

Order of Rear-Admiral Farragut, U. S. Navy, to Commodore Palmer, U. S. Navy, regarding the U. S. S. Meteor.

U. S. FLAGSHIP HARTFORD,
Off Pensacola, March 26, 1864.

COMMODORE: You will dispatch the ironclad *Meteor* to Pass à l'Outre, with orders to move between that pass and the Head of Passes as guard boat.

This is done to meet the suggestions of General T. W. Sherman.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Commodore J. S. PALMER,

Commanding First Division, off New Orleans.

Order of Rear-Admiral Farragut, U. S. Navy, to Lieutenant Commander Skerrett, U. S. Navy, to proceed to duty off the coast of Texas.

U. S. FLAGSHIP HARTFORD,
Off Pensacola, March 26, 1864.

SIR: In accordance with the orders of the Navy Department, you will proceed by the first opportunity off the coast of Texas and report to Captain J. B. Marchand, commanding Third Division, for the command of the U. S. S. *Aroostook*, relieving Lieutenant-Commander C. Hatfield, ordered north.

Very respectfully,

[D. G. FARRAGUT],

Rear-Admiral, Commanding West Gulf Blockading Squadron.

Lieutenant-Commander JOSEPH S. SKERRETT,

Off New Orleans.

Order of Commander Woolsey, U. S. Navy, senior officer off Sabine Pass, regarding the disposition of refugees and deserters.

U. S. S. PRINCESS ROYAL,
Off Sabine Pass, March 29, 1864.

Upon the arrival of deserters or refugees on board any of the vessels of this blockade the commanders of the vessels to which they come will cause them to be cautiously and carefully examined, and all information of value, including plans of forts, etc., must be transmitted to the senior officer present in such form that it may be officially forwarded to the admiral.

And all such persons must be kept away from the engine room and hatches while on board.

They must be forwarded to New Orleans, subject to the order of Commander James S. Palmer, with list of names, etc., and report of particulars by the first naval vessel going there.

M. B. WOOLSEY,
Commander, Senior Officer Present off Sabine Pass.

Report of Rear-Admiral Farragut, U. S. Navy, regarding the condition of the U. S. S. Pensacola.

No. 89.]

FLAGSHIP HARTFORD,
Off Pensacola, March 29, 1864.

SIR: I have, in consequence of the urgent suggestions of the fleet surgeon and surgeon of the *Pensacola*, ordered that vessel to prepare for home.

I do so because my instructions from the Department require me to "do it as soon as she can be spared and particularly before the warm weather." The *Albatross* will also have to go North. I shall send her to Portsmouth, N. H., on account of the state of her hold. She has had the fever two years in succession, last year very badly, and her hold can not be cleaned out (so reported to me) without taking out the boilers or garboard strake.

There are several other vessels, such as the *Hollyhock*, *Estrella*, and all the mortar boats, which were very sickly last year, but as they have been well cleaned out I see no reason why they should be unhealthy this year; still, that appears to be the doctrine of the day among the surgeons. I shall not send them home, however, until May.

I hope the *Brooklyn* and *Galena* will arrive soon to replace these vessels.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Letter from Rear-Admiral Farragut, U. S. Navy, to the Bureau of Yards and Docks, requesting an opinion in the matter of the disposition of timber collected in Pensacola Bay.

U. S. FLAGSHIP HARTFORD,
Off Pensacola, March 29, 1864.

ADMIRAL: On my arrival here I found that there had been a little difficulty between Commodore Smith and the commanding general, Asboth. The latter had an order to collect some timber in Pensacola Bay for the repair of the forts, and also some ship timber (as the quartermaster denominated it) for the repairs of the transports that was to be sent to New Orleans. The commodore seems to think that he had no right to permit the Army to collect logs for the above purposes, because he had orders to collect all in Pensacola Bay for the Navy, and that, having made a contract to that effect with Messrs. Griffen & Co. he had no right to deprive them of any of the lumber, and therefore referred the general to Washington for an order and refused to permit his contractor to collect any logs in the Bay of Pensacola.

General Asboth addressed to me a letter on the subject, which, with my reply, is herewith enclosed. In the latter I have taken a different view and have allowed the general to collect lumber for the necessary repairs of the fort, etc., but not to take the 35-foot logs, as you require them for the Navy.

It is due to the general to say that he has always been ready to oblige us, and that he has sawed a large amount of lumber for us to enable the mechanics to complete the hospital and other work now in progress at the yard, and is continuing to do so.

This matter is respectfully referred for the opinion of the Bureau.
Very respectfully, your obedient servant,

D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron.

Rear-Admiral JOSEPH SMITH,
Bureau of Docks and Yards, Washington, D. C.

[Enclosure.]

U. S. FLAGSHIP HARTFORD,
Off Pensacola, March 29, 1864.

GENERAL: Your communication of March 25 is received in relation to the refusal of the pass to collect timber for the use of the Army, and I have had an interview with Commodore Smith upon the subject. I am satisfied that the commodore does not think he has the right to grant such permits, as he is required to collect and seize all the timber in Pensacola Bay for the Navy, and to contract with parties, etc., to send it to the navy yards at the North, and he further states that he has always been ready to give the Army any lumber or logs they may require in the repairs of the public works, and that he has done so on other occasions, and appeals for confirmation to the quartermaster of the district. All this is to show that he has been actuated purely by a sense of duty and a desire to obey his orders, and not from any disposition to disoblige the Army or in any way to run counter to the general weal of the Government, but he has thought that you should have

referred the matter to the Department, so that the order to him might have been changed. But as I do not consider that the Chief of Bureau or the honorable Secretary of the Navy ever contemplated such a difficulty, I shall have no hesitation in giving the order to permit your people to collect timber according to your order, except ship timber, which the commodore has orders to seize and send North for the use of the Navy, say, logs 35 feet in length, and which I understood you to say that you did not want. These logs are deemed indispensable for naval purposes, and I can not imagine the necessity for such lengths for the repairs of ordinary steamers. I trust that the employed parties will not raise difficulties by claiming each other's timber. There should be enough in the bay and its tributaries for both the Army and Navy for some time to come.

Respectfully, your obedient servant,

D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron.

Brigadier-General ASBOTH,
Commanding U. S. Military Forces, Pensacola.

Order of Rear-Admiral Farragut, U. S. Navy, to the commandant of the navy yard, Pensacola, to permit the collection of logs in Pensacola Bay by the Army.

U. S. FLAGSHIP HARTFORD,
Off Pensacola, March 30, 1864.

COMMODORE: You will permit the Army to collect such logs as are required for their repairs at the forts in Pensacola Bay and its adjacent tributaries.

The general has informed me that he will not interfere with timber collected for the Navy, and I have excepted from his quartermaster's order logs of 35 feet and above that length, as being necessary for our purposes.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

Commodore WILLIAM SMITH,
Pensacola Navy Yard.

Report of Captain Marchand, U. S. Navy, regarding operations on the Texas coast, and transmitting report regarding the destruction by the Confederates of the late U. S. S. Clifton in Sabine Pass.

U. S. STEAM SLOOP LACKAWANNA,
Off Galveston, March 30, 1864.

SIR: Since the more effectual closing of eastern ports, the blockade runners are making this coast their field of operations. From four German refugees, who came off to the squadron on the 19th inst., and two deserters from the rebel Army, on the 26th instant, I have learned that three vessels have succeeded in getting into Galveston within the last month, two of them since this ship has been here. They were two schooners and one small steamer, all from Havana. The

steamer is the well-known blockade runner *Isabella*, now under British colors, and effected her entrance on the night of the 18th instant. On that night there appeared more than usual activity amongst the four rebel steam picket boats inside of the bar, and unfortunately two of the gunboats stationed to the southward and westward of the Main Ship Channel were for an hour and a half absent from the station, about 2 miles distant, endeavoring to capture a schooner apparently attempting to violate the blockade, which schooner on being boarded proved to be a coal vessel for this squadron. At that unlucky time it is supposed that the *Isabella* ran in. Evidently she had been expected, from the unusual number of rebel steam picket boats cruising far down the channel.

The four German refugees above referred to came off to avoid being forced into the rebel Army; neither they nor the rebel deserters brought off important information. All, however, unite in saying that the rebel Army are massing on the frontier of Texas, toward Berwick Bay, and on the Red River. I will send them for disposition to Commodore Palmer at New Orleans.

The British steam sloop of war *Lily*, Commander A. C. F. Heneage, arrived on the 20th instant with dispatches to his consul; communication by boat was permitted, and on the 23d she started on her return to Tampico.

In a northeast gale on the 23d instant many bales of cotton floated by the squadron and large pieces of partially burned wood, like planking, etc., of a vessel. As the cotton was unpressed, it was known to have come from a more northerly port, and upon the gale abating I sent the *Virginia* to cruise along the coast to the northward and eastward and communicated with Commander Woolsey off Sabine. On her return the information I had before received from deserters was confirmed—that the *Clifton*, cotton-laden, in attempting to run out of Sabine Pass, grounded upon the bar, and to prevent capture by our blockading vessels was set on fire and burned by her crew, after ineffectually throwing overboard her deckload in trying to get her afloat.

Apparently no vessels have attempted to run out from this place; daily they are counted and examined with glasses by our vessels. Two schooners, deeply laden with cotton, anchored close to Pelican Spit Fort and amongst the rebel steam picket boats, are prepared to run out. The *Harriet Lane* and *Isabella* lie close above the same fort, protected also by the steam picket boats and cotton-clad ram *Bayou City*. One of the refugees, who came off on the 19th instant, stated that he was the army butcher and had the day previous served fresh beef for a crew of 70 persons on board the *Harriet Lane*. A discrepancy exists in the statements of deserters and refugees with regard to the latter vessel receiving a cargo of cotton, none of them ever having been on board of her.

From an officer who has just come from the *Penobscot*, off the Brazos River, I have learned that the steamer *Alice*, a blockade runner, succeeded in getting into that river about the 1st of this month, and a few days ago, in a fog, attempted to come out laden with cotton, but grounded on the bar. The *Penobscot* attempted to destroy her by shelling, but the rifle guns from the forts at the entrance of the river prevented her approaching sufficiently near, and the *Alice* returned to the river, where she is now lying ready, with six cotton-laden schooners, to run out on the first favorable opportunity.

Herewith I have the honor to send the report of Commander Woolsey in relation to the destruction of the *Clifton* and operations of the blockading vessels off Sabine Pass.

Very respectfully, your obedient servant,

J. B. MARCHAND,

Captain, Comdg. Third Div. West Gulf Blockading Squadron.

Rear-Admiral D. G. FARRAGUT,

Commanding West Gulf Blockading Squadron.

[Enclosure.]

U. S. S. PRINCESS ROYAL,
Off Sabine Pass, March 27, 1864.

SIR: I respectfully submit the following report of the state of affairs here: A memorandum statement of the coal, oil, etc., with the reports of the *Chocura* and *Antona*, were sent by the *Virginia* yesterday.

The only event of any importance which has transpired here was the burning of the *Clifton* on Monday last (21st).

A little before 6 a. m. the officer of the deck reported to me that there was a fire in the [Sabine Pass]. Upon examination with my glass I recognized the *Clifton* on fire fore and aft. At daylight, the fog clearing away partially, I discovered that she was outside and hard aground on the west side of the channel. The boats had left. The supposition is that, finding she could not get out without passing in sight of our vessels, she attempted to return or to turn to the westward and got aground, and after finding every effort to get her off ineffectual she was fired.

She was almost immediately enveloped in flames and soon burned to the water's edge. The next morning I ordered the *Chocura* to get as near to her as possible and send a boat in. She was completely destroyed above water and her hold was covered. One bale of cotton was all that could be recovered. There was too much sea to send boats in at the time she was burned, and had it been smooth I would not have sent them at that time, because the risk of having the boats blown up by an explosion of the boilers was greater than the necessity.

I had been and still continue to keep a picket boat in at night, but on that night the *Antona*, whose turn it was, did not send one, in consequence of the boisterous state of the weather.

After dark on Wednesday night (23d) I went to Calcasieu and remained there at anchor in 2 fathoms of water until morning. I then went to the eastward as far as Mermentau River, then returned along the coast in 4 fathoms of water, thus obtaining a good view of the entire coast. In Calcasieu River there was a small sloop and a sailboat. I ran the ship in as close as I could without getting aground and was still out of range. There was too much surf on the bar to go in with my boats, consequently I returned to Sabine. It has been too rough since for any vessel to get out.

I came out into 5 fathoms of water on Friday (25th) to clean the boilers. So soon as I get up steam it is my intention to make another night trip to Calcasieu. Had I four vessels here, I could keep one off that part of the coast. This place can not be guarded by less than three vessels, excepting in clear moonlight nights.

The *Princess Royal* and the *Chocura* are in good condition, but the *Antona* is a little better than nothing, excepting as a signal or guard

vessel, I sent her off one day to speak a strange sail, and she went off at the rate of 4 knots, stopping several times to get up steam. I afterwards sent my engineer on board to examine her. His report I respectfully enclose herewith.

The enemy's force inside is as follows: A battery on Texas Point mounting seven guns, the *Sachem*, the gunboat (river steamer) *J. A. Bell*, and one cotton-clad. I think it possible that they may disarm the *Sachem* and attempt to run her out with cotton; but she can not pass us unless she draws less than 8 feet water and comes out in a fog.

I will send you the monthly reports and communicate by every opportunity, sending a special message, if necessary.

I am, very respectfully, sir, your obedient servant,

M. B. WOOLSEY,

Commander, Senior Officer Present.

Captain J. B. MARCHAND,

Comdg. 3d Div. Western Gulf Bkdg. Squadron, Coast Texas.

Report of Captain Marchand, U. S. Navy, regarding condition of affairs off Galveston, and referring to the insufficiency of the blockade.

U. S. STEAM SLOOP LACKAWANNA,
Off Galveston, March 30, 1864.

DEAR CAPTAIN: It has been the desire of all on board this ship since our arrival to destroy the *Harriet Lane* and the other vessels inside. As yet it is hazardous to make the attempt. The *Harriet Lane* and the newly arrived blockade runner *Isabella* are lying close above and behind the fort on Pelican Spit, protected by the so-called cotton-clad ram *Bayou City* and four steam picket boats. The picket boats are small-sized river steamers, drawing 3 or 3½ feet of water, and can run across the shoals at almost any place that our pulling boats can go.

Within the last two months the rebels have finished a fort on Bolivar Point, and, with their pickets on Bolivar Island, have a greater advantage in preventing boats passing in or out to injure the vessels in Galveston Bay.

Some days ago the *Harriet Lane* steamed a short distance up the bay, and in a few moments returned to her old station. I anticipated that she was preparing to come out. Subsequently the refugees informed me that she had been aground and only took a turn up the bay in shifting her berth.

They said that the rebels are in want of engineers, not having capable ones to manage the *Harriet Lane's* engines at sea.

I have received no information from the blockading vessels to the southward and westward, and do not know the truthfulness of the refugees' statement with regard to any steamer getting into the Brazos River.

The news of the destruction of the *Clifton* was most agreeable. Daily I had been apprehensive of her escape from the Sabine River. In Captain Woolsey's report you will notice that he wants another vessel at that station. None can be spared from this place, as all the time a crippled one is here undergoing repairs. His statement shows that the *Antona* will soon have to leave for extensive repairs, when the number of blockading vessels there will be reduced unless another is

sent in her place. In my letter sending the report of the condition of the *Antona's* boilers I mentioned that the *Antona* would have to remain at Sabine Pass until orders came from you, unless she became useless, when Captain Woolsey would be authorized to send her to New Orleans after a proper survey was held.

The *Penobscot* and *Cayuga* being down the coast, I will obtain the proper monthly returns for the 1st March and forward them as soon as obtained.

No opportunity has offered since the 17th instant, else I should have sent you returns of coal and oil consumed and required. As it is, two or three of the distant vessels' expenditures and wants are estimated.

This place has great advantages for blockade running, as, in addition to the regular channels, the shores, both to the northward and southward, are represented to be bold. I have been credibly informed that good large schooners have hugged the shore so close as to be dragged along for miles by lines from the land by soldiers and sailors into Galveston.

Since writing the foregoing I have received verbal information from the *Penobscot*, off Brazos River, which verifies the statement of a steamer (the *Alice*) having succeeded in getting into that river, but at an earlier time than I had anticipated. It further appears from the statements made by captured blockade runners that the *Alice* had previously attempted to run into Galveston, but was frightened off by the *Ossipee*. In a communication to the admiral I have stated the report of the *Alice's* unsuccessful attempt to get out of Brazos River.

We have not a sufficient number of vessels on this coast to prevent a violation of the blockade. We can not effect the blockade of this place with a less number of vessels than are here at present, and a second one should be off Brazos River.

Truly, yours, etc.,

J. B. MAROHAND.

Fleet Captain PERCIVAL DRAYTON,
U. S. S. Hartford.

Report of Lieutenant-Commander Cooke, U. S. Navy, regarding the discovery of a cotton-laden schooner, deserted and on fire.

U. S. GUNBOAT ESTRELLA,
Matagorda Bay, March 31, 1864.

SIR: I have the honor to report that on the night of the 28th instant we discovered a light up the bay. On approaching it, found a small schooner on fire, aground and deserted, loaded with cotton. We endeavored to extinguish the flames, but without effect; threw several bales of burning cotton overboard, which floated out to sea, and succeeded in saving 9 bales and some loose cotton. The schooner was completely destroyed.

Very respectfully, your obedient servant,

A. P. COOKE,
Lieutenant-Commander.

Captain J. B. MAROHAND,
*Comdg. Third Div. West Gulf Blockading Squadron,
U. S. S. Lackawanna, off Galveston, Tex.*

Regulations to be observed by the blockading vessels off Sabine Pass.

APRIL 1, 1864.

Before dark the vessels will take their stations as follows: The *Chocura* will anchor to the westward of the channel, in $2\frac{1}{2}$ to 3 fathoms water, the *Princess Royal* barely visible to the naked eye (at night) in clear weather.

The *Antona* will anchor in 3 fathoms water, the wreck of the *Morning Light* a little open to the westward of Texas Point.

The *Princess Royal* directly in front of the channel, in 3 fathoms water, the light-house bearing N. W. by N., and the entrance of the pass open between the *Clifton* and *Morning Light*.

In bad weather the vessels may, if necessary, haul off into $4\frac{1}{2}$ or 5 fathoms water, showing their distinguishing lights until underway, then hauling them down. The lights not to be answered.

If a vessel is seen coming out at night, go to quarters, blow a long whistle, and slip or get underway.

Should it be necessary to define positions at night, it will be done by showing a red light at the peak, which must be answered with the same, and immediately hauled down.

No lights must be shown at night excepting signals. While the vessels are anchored in sight of each other, it is unnecessary to burn signals or show lanterns at night, unless there is a doubt; in which case the following will be the—

Challenge.—A white light shown twice, four seconds each time, with an interval of four seconds.

The answer will be a white light shown four seconds. Should the challenge be repeated, the answer will be made with a red light.

The distinguishing lights not to be shown excepting in the case before mentioned, or in answer to a vessel approaching. In the latter case the lights will be shown by none but the vessel which has gone out to speak strange sail.

Signals to be made in case of necessity, without preparatory: Coston signal No. 1 (W. R. G.).—Enemy coming out. Coston signal No. 8 (G).—Assistance I need. Coston signal No. 0 (G. R.).—Annuls signals of alarm.

All signals at night not here enumerated are Boat Code. No bells to be struck at night or during a fog.

The inner anchorage must not be left without one of the steamers, which will occupy the best station for observation during the day, and immediately signal to the commanding officer anything of importance which may be transpiring within the pass.

The vessels will keep slip ropes and buoys bent; and at night chains unshackled, excepting in stormy weather.

M. B. WOOLSEY,
Commander, Senior Officer Present off Sabine Pass.

*Order of the Secretary of the Navy to Acting Volunteer Lieutenant Behm,
U. S. Navy, commanding U. S. S. Cornubia.*

NAVY DEPARTMENT, April 4, 1864.

SIR: Proceed with the U. S. S. *Cornubia* to New Orleans, and report to Rear-Admiral D. G. Farragut for duty in the Western Gulf Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Acting Volunteer Lieutenant C. F. W. BEHM,
Commanding U. S. S. *Cornubia*, Boston.

*Capture by the U. S. S. Sciota of the schooner Mary Sorly, formerly
U. S. revenue cutter Dodge, April 4, 1864.*

Report of Captain Marchand, commanding off Galveston.

U. S. STEAM SLOOP LACKAWANNA,
Off Galveston, April 4, 1864.

SIR: I have the honor to inform you that about 2 o'clock this morning the U. S. gunboat *Sciota*, Lieutenant-Commander George H. Perkins, captured the rebel schooner *Mary Sorly*, of Galveston, Tex., of 75½ tons burden, whereof Charles Diericks was master, having a crew of 8 persons, including the master, together with 2 passengers, laden with 257 bales of cotton, bound to Havana.

The *Mary Sorly* was formerly the U. S. revenue cutter *Dodge*, seized by the rebels at the commencement of the insurrection in Texas, but at the time of leaving Galveston was owned (as appears by her register) by Thomas W. House, of Houston, Tex.

The gunboat *Sciota*, which made the capture, was one of the vessels on the blockade of this place, watching the southwest channel. Two hours and a half previous to the capture the *Mary Sorly* was seen coming out of Galveston in a gale; the *Sciota* gave chase and after running S. by W. about 25 miles made the capture beyond signal distance of any of the blockading vessels.

All the official papers were found on board.

The vessel will be sent to New Orleans for adjudication.

Very respectfully, your obedient servant,

J. B. MARCHAND,
Captain, Comdg. 3d Div. West Gulf Blockdg. Squadron, Coast of Texas.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from Captain Marchand, U. S. Navy, to the U. S. district judge at New Orleans.

U. S. STEAM SLOOP LACKAWANNA,
Off Galveston, April 4, 1864.

SIR: Before daylight this morning the U. S. gunboat *Sciota*, Lieutenant-Commander George H. Perkins, captured the rebel schooner *Mary Sorly*, of Galveston, Tex., of 75½ tons burden, belonging—as

appears by her register—to Thomas W. House, of Houston, Tex., laden with 257 bales of cotton, for violation of the blockade. She was bound for Havana and had a crew of 7 persons, independent of the master (Charles Diericks) and 2 passengers.

The capture was made by the gunboat *Sciota* 25 miles S. by W. from Galveston, and, as represented by Lieutenant-Commander Perkins, beyond signal distance of the vessels of the blockading squadron.

The circumstances of the capture are as follows: The *Sciota*, employed on the blockade of this place, was at her station at the southwest channel; another gunboat saw the *Mary Sorby* coming out of Galveston Harbor and made signal to that effect. The *Sciota* gave chase, fired upon, and captured her after a chase of two and one-half hours.

The *Mary Sorby* was formerly the U. S. revenue cutter *Dodge*, seized by the rebels at Galveston at the commencement of the insurrection in Texas, but at the time of capture was apparently owned by Thomas W. House, of Houston, Tex.

Herewith I send the register, manifest, shipping articles, bill of health, and four private letters, being the whole of the papers found on board at the time of capture. Her late master, Charles Diericks, will be sent in her to New Orleans as a witness, and the crew and passengers in a few days.

Very respectfully, your obedient servant,

J. B. MARCHAND,
*Captain, Comdg. Third Div. West Gulf Blockading Squadron,
 Coast Texas.*

HON. THE JUDGE OF U. S. DISTRICT COURT,
New Orleans, La.

Letter from Captain Marchand, U. S. Navy, to Commodore Palmer, U. S. Navy, giving list of crew and passengers sent to New Orleans.

U. S. STEAM SLOOP LACKAWANNA,
Off Galveston, April 7, 1864.

SIR: Herewith are eight persons, comprising the crew and passengers of the rebel schooner *Mary Sorby*, captured by the *Sciota* on the 4th instant while attempting to run the blockade of Galveston:

W. H. Dark, Frank Williams, William Hall, H. E. Murphy, H. M. Smith, seamen; Benjamin Smith, J. T. Simpson, John C. Walter, passengers.

Very respectfully, your obedient servant,

J. B. MARCHAND,
*Captain, Comdg. Third Div. West Gulf Blockading Squadron,
 Coast Texas.*

Commodore JAMES L. PALMER,
Comdg. First Div. West Gulf Blockading Squadron, New Orleans.

NOTE.—The above-mentioned Frank Williams is a good pilot, and William Hall an old blockade runner.

Order of the Secretary of the Navy to the commandant navy yard, New York, to send the U. S. S. Pink to the West Gulf Squadron.

NAVY DEPARTMENT, April 5, 1864.

SIR: Enclosed is an order to the *Mattabesett* to accompany the two ironclads to Hampton Roads, the *Proteus* having been assigned to other duty. You will send the tug *Pink* along with the ironclads also, which will save chartering a steamer. Give the *Pink* orders to proceed, after accompanying the ironclads as far as Hampton Roads, to New Orleans and report for duty in the Western Gulf Blockading Squadron.

Let the *Onondaga* and *Tecumseh* go to sea next Monday or Tuesday, should the weather be favorable; otherwise the first favorable day thereafter.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Rear-Admiral HIRAM PAULDING,
Commandant Navy Yard, New York.

Stations of vessels composing the West Gulf Blockading Squadron.

No. 99.]

U. S. FLAGSHIP TENNESSEE,
Off New Orleans, April 5, 1864.

SIR: I have the honor to report to the Department the following as the position of the vessels of my squadron, viz:

Off east end of Santa Rosa Island.—Sailing vessel *Charlotte*.

Off Pensacola.—Steamers *Hartford*, *Tennessee*, *Richmond* (coaling), *Sebago* (coaling), *Itasca* (coaling), *Pembina* (repairing), *Bloomer* (repairing); sailing vessels *Arthur* (off town of Pensacola), *W. G. Anderson* and *Kittatinny* (guard the narrow pass above navy yard and town of Pensacola), *Potomac*, *J. C. Kuhn*, *Nightingale*; mortar vessels *O. H. Lee*, *Orvetta*, *Sarah Bruen*, *John Griffith*, *Sea Foam*, *Henry Janes*.

Off Mobile.—Steamers *Oneida*, *Conemaugh*, *Metacomet*, *Port Royal*, *Pinola*, *Penguin*, *Albatross*, *Kennebec*, *Genesee*.

Off Ship Island.—Sloop of war *Vincennes*.

In Mississippi Sound.—Steamer *Cowslip*.

In Lake Pontchartrain.—Steamer *Commodore*, tinclad *Stockdale* (No. 42), yacht *Corypheus*.

Off New Orleans.—Steamers *Pensacola* (soon to leave for the North), *Octorara* (repairing), *Monongahela* (repairing), *Seminole* (repairing), *Ossipee* (repairing), *Aroostook* (repairing), *J. P. Jackson* (repairing), *New London* (repairing), *Gertrude* (repairing), *Calhoun* (repairing); tinclads *Elk* (No. 47), *Wave* (No. 45), *Tallahatchie* (No. 46), *Rodolph* (No. 48), *Carrabasset* (No. 49); sailing sloop *Portsmouth*; steam tugs *Narcissus*, *Hollyhock*, *Ida*; sailing vessels *Fearnot* (ordnance), *M. A. Wood* (coal).

At Head of Passes of Mississippi River.—Tinclad *Meteor* (No. 44).

At mouth of South West Pass.—Sailing vessel *Pampero*.

In Berwick Bay.—Tinclads *Nyanza* (No. 41), *Glide* (No. 43); steamer *Granite City*.

Off Sabine Pass.—Steamers *Princess Royal*, *Ohocura*, *Antona*.

Off Galveston.—Steamers *Lackawanna*, *Owasco*, *Katahdin*, *Sciota*, *Kineo*, *Virginia*; sailing vessel *Bohio* (coal).

San Luis Pass.—Steamer *Kanawha*.

Off Velasco.—Steamer *Penobscot*.

Pass Cavallo.—Steamer *Estrella*.

Pass Cavallo and coast to Rio Grande.—Steamer *Cayuga*.

The steamer *Arizona* has gone up the Mississippi River on account of the health of her crew.

Dispatch steam tugs running between New Orleans and Pensacola.—Tugs *Glasgow*, *Jasmine*.

Dispatch steam vessels running between New Orleans and the Texas coast.—Steamers *Arkansas*, *Augusta Dinsmore*.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

Letter from Captain Marchand, U. S. Navy, to Acting Volunteer Lieutenant Brown, U. S. Navy, commanding off San Luis Pass, regarding movements of blockade runners.

U. S. STEAM SLOOP LACKAWANNA,
Off Galveston, April 5, 1864.

SIR: Several deserters from the rebel Army and refugees from Galveston came off to the squadron this morning and amongst other information reported that five or six schooners laden with cotton had left Galveston through the West Bay to run the blockade at San Luis Pass. The schooners designed waiting at the entrance of the pass for a favorable wind or thick weather.

The refugees and deserters state that one or more schooners accompanied them, armed with two 12 or 24 pounders, and manned each by about 40 soldiers. The armed schooners have bales of cotton on their decks, so as to appear like ordinary blockade runners, in hopes of capturing any boats that might be sent to cut out the schooners, as was done on a former occasion, or, if a favorable opportunity occurred to go out and take by strategem or boarding the blockading steamer.

Whether the information is reliable or not it is worthy of notice, and may be the means of preventing disaster.

Very respectfully, etc.,

J. B. MARCHAND,

Captain, Comdg. Third Division West Gulf Blockdg. Squadron.

Acting Volunteer Lieutenant CHARLES H. BROWN,
Commanding U. S. S. Virginia, off San Luis Pass.

Order of Rear-Admiral Farragut, U. S. Navy, to Acting Volunteer Lieutenant Johnstone, U. S. Navy, commanding U. S. S. Seminole.

U. S. FLAGSHIP TENNESSEE,
New Orleans, April 5, 1864.

SIR: You will proceed with the *Seminole* under your command off Mobile and report for blockading duty to the senior officer present.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.
Acting Volunteer Lieutenant JOHNSTONE,
U. S. S. *Seminole*, off New Orleans.

Order of Rear-Admiral Farragut, U. S. Navy, to Commander Strong, U. S. Navy, to proceed north in command of the U. S. S. Pensacola.

U. S. FLAGSHIP TENNESSEE,
New Orleans, April 5, [1864].

SIR: You are hereby temporarily detached from the U. S. S. *Monongahela* and ordered to the temporary command of the U. S. S. *Pensacola* for the purpose of taking that vessel North.

On assuming command you will get the ship ready for sea with all dispatch, previously landing four of her guns, viz, two rifle and two IX-inch.

You will then proceed to Pensacola, taking in there coal and provisions, but of the latter only enough for the passage home. You will next proceed to Hampton Roads and on your arrival report by telegraph to the Department, asking to what port you shall take the ship.

You will send by mail to Secretary of the Navy a copy of these orders, and unless otherwise directed by him you will return to New Orleans and resume command of the *Monongahela*.

It is expected that you will be here for that purpose by the time her repairs are completed.

D. G. FARRAGUT,
Rear-Admiral.

Commander STRONG,
Monongahela.

Order of Rear-Admiral Farragut, U. S. Navy, to Commodore Palmer, U. S. Navy, regarding transfer of command.

FLAGSHIP TENNESSEE,
Off New Orleans, April 5, 1864.

COMMODORE: On the reporting of Commander Strong, you will consider yourself detached from the U. S. S. *Pensacola*, delivering over the command to that officer, to whom I have given full instructions.

You will then hoist your divisional flag on board the *Monongahela*, assuming, at the same time, the command of that vessel until the return of Commander Strong.

Very respectfully,

D. G. FARRAGUT,

Rear-Admiral, Commanding West Gulf Blockading Squadron.

Commodore J. S. PALMER,

Commanding First Division, off New Orleans.

Capture by the U. S. S. Estrella of the Confederate schooner Julia A. Hodges, April 6, 1864.

Report of Lieutenant-Commander Cooke, U. S. Navy, commanding U. S. S. Estrella.

U. S. GUNBOAT ESTRELLA,

Matagorda Bay, April 7, 1864.

SIR: I have the honor to report that on the 3d instant the enemy sent a flag of truce to this point on a schooner. I met her and sent Acting Master Pomeroy to learn its object. Afterwards I communicated with the commanding general, who sent an officer to attend to the flag.

Mr. Pomeroy informed me there were several officers of the rebel gunboat *J. F. Carr* on the schooner. They came with the flag of truce, doubtless to make a reconnoissance of our situation here. The weather prevented the schooner from returning till next day. On the 5th instant the same party came again in a different schooner on a trivial errand with a flag of truce, but returned immediately. On the morning of the 6th instant I took a cruise up the bay, and when off Indianola discovered the schooner which had been down the day before on a flag of truce lying in the bayou at the town. I fired a shot at her, whereupon a white flag was hoisted at her masthead and two men came off in a small boat. They were detained as prisoners, and an armed boat sent in to bring out the schooner and a little sloop which was lying there. Two other men were brought off with the schooner. I ascertained that the men were all in the employ of the enemy. They gave their names as follows: Captain Green Hall, C. S. Navy, commanding Confederate gunboat *J. F. Carr*; Joseph P. Hanna, first pilot, gunboat *Carr*; James Delaney, pilot, transport steamboat *Lucy Gwinn*; and William Austin, commanding dispatch boat *Julia A. Hodges*, which is the name of the schooner captured, a fast little vessel of 8 tons burden. I brought the boats down to the anchorage of the Cavallo and turned the prisoners over to the provost-marshal of the forces at this point.

Very respectfully, your obedient servant,

A. P. COOKE,

Lieutenant-Commander.

Captain J. B. MARSHAND,

Commanding Third Division Western Gulf

Blockading Squadron, U. S. S. Lackawanna.

Abstract log of the U. S. S. *Estrella*, Lieutenant-Commander A. P. Cooke, U. S. Navy, commanding.

April 6, 1864.—Got underway at 6:30 a. m.; steamed up the bay toward Indianola. At 7 discovered several small craft in the bayou at the town. At 8 called all hands to quarters, anchored abreast the bayou, fired pivot gun at small vessels in bayou. The principal schooner hoisted white flag; ceased firing. Two men came off in small boat; detained them as prisoners. Sent boat's crew in and brought out a schooner of 8 tons and a small sloop. Took four prisoners in all. Towed the boats to Pass Cavallo; turned the prisoners over to provost-marshal at [Fort] Esperanza.

Abstract log of the U. S. S. *Owasco*, Lieutenant-Commander E. W. Henry, U. S. Navy, commanding.

April 6, 1864.—Bolivar Channel. At 5:30 a. m. turned round and steamed in for the land. At 5:45 discovered a schooner under the land to the southward and westward; hauled up and ran for her. She proved to be a rebel schooner, which her crew had run on shore and deserted. As she was lying broadside on with the sea breaking over her it was impossible to board her. Commenced firing at her—from the rifle gun, 3 percussion shells; from the XI-inch gun, 1 10-second shell and 3 5-second shell and 5 shells from the howitzers. At 7:30 steamed up the coast.

Report of Major-General McClelland, U. S. Army.

HEADQUARTERS THIRTEENTH ARMY CORPS,
Pass Cavallo, Tex., April 9, 1864.

COLONEL: I have the honor to report that the following persons were captured by the U. S. gunboat *Estrella*, on the 6th instant, at Indianola: Captain Green Hall, late commanding Confederate gunboat *Carr*; Joseph P. Hanna, late first pilot of the Confederate gunboat *Carr*; James Delaney, late seaman of the Confederate gunboat *Carr*; William Austin, captain Confederate dispatch and mail schooner *J. A. Hodges*.

They came within our lines on a flag-of-truce boat on the 3d instant and again on the 5th instant, during my absence on the Rio Grande. There is little doubt that this was with some ulterior motive. They pretend to some claim of protection from the flag of truce they came into our lines with, but at the time of their capture they had returned to the place from which they started with the flag, had arms on board, and were in communication with an armed force of rebels on land. Their return to Indianola was on the previous day, and there are no grounds whatever for their pretended claim.

It is reported that the commodore, the same who captured the *Harriet Lane*, is at Matagorda, and it is believed that he purposes some similar movement in sending these men down here, 45 miles from their vessel, to spy out, under cover of a flag of truce, our defenses and the position of our vessels in our harbor. Joseph P. Hanna is said to be the last regular pilot of this portion of the coast they had, and his capture has rendered their gunboats in Matagorda Bay almost useless.

They will be forwarded to the provost-marshal-general in charge of Captain J. D. Brewster, aid-de-camp. The schooner *Julia A. Hodges*, used as a mail and dispatch boat by them, and a small sloop were captured at the same time.

I am, colonel, very respectfully, your obedient servant,
 JOHN A. McCLEARNAND,
Major-General, Commanding.

Lieutenant-Colonel RICHARD B. IRWIN,
Assistant Adjutant-General, Department of the Gulf.

Letter from Captain Drayton, U. S. Navy, to Captain Jenkins, U. S. Navy, regarding general matters.

U. S. S. TENNESSEE,
April 6, 1864.

MY DEAR JENKINS: I am too busy to do more than write a few lines to thank you for the books. I send the paper, and will the cap by next opportunity; so far I have not been able to go on shore by daylight to select it.

The *Pensacola* will be with you in a few days. Palmer takes the *Monongahela* temporarily, vice Strong.

The *Seminole* left yesterday for Mobile, and we hope to get the *Ossipee* off this week for same place.

No particular news from Red River, but I think it looks very much as if we had been licked at Alexandria. Send the *Glasgow* back as soon as she can be conveniently got ready, but not later than twenty-four hours, as the admiral would like to have her before going to Texas, for which place he will, I think, leave in a few days.

Yours, very truly,

P. DRAYTON.

Captain T. A. JENKINS,
Richmond.

Let [Martin] Freeman, the pilot of *Hartford*, come back in the *Glasgow* for the trip, unless his services are required on board.

As the *Glasgow* loses nine men, who go home in the *Pensacola*, you must give her some from the *Potomac*, and you might also lend an engineer from the *Hartford* for the next trip, until we can give her a permanent one.

P. D.

Order of the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, regarding the disposition of prize property.

NAVY DEPARTMENT, *April 7, 1864.*

SIR: Your letter of the 21st ultimo, No. 79, enclosing a copy of a communication from the prize commissioner at New Orleans, has been received.

The Department declines to direct that the munitions of war referred to be turned over to the Navy without necessity and without discrimination. What is already needed, and can not otherwise be so well obtained, may be taken at the appraised value.

It is presumed that when prize property is found unsalable in New Orleans the prize court has authority to order its sale in some other

district. This appears to have been the course adopted by the court at Key West.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. G. FARRAGUT,
Comdg. Western Gulf Blockading Squadron, New Orleans.

Report of Rear-Admiral Farragut, U. S. Navy, regarding the impaired condition of the vessels of his command and referring to the reported destruction of the U. S. S. Clifton.

No. 104.]

U. S. FLAGSHIP TENNESSEE,
Off New Orleans, April 7, 1864.

SIR: I found my blockading vessels breaking down so rapidly that I determined to run around here and look into the condition of things.

I found 11 vessels undergoing repairs, viz, the *Ossipee*, *Monongahela*, and *Seminole* (3 of my largest vessels), and 8 gunboats, some requiring two or three months' repairs. The *Monongahela* was run against the wreck of the sunken ironclad at the bar at South West Pass and knocked off her entire cutwater and stern down to the keel. This was done, perhaps, through the want of skill in Mr. Jones, the pilot, but the error was in going out when it was too dark to see; but as I seldom have occasion to find fault with overzeal in repairing to the blockade, I passed it over by telling them not to do it again.

I left four vessels in Pensacola. I only give this account that the Department may see that it is not always in my power to prevent an occasional escape of a schooner on the coast of Texas. These little vessels can run close along the shore until out of sight of the blockaders, but I think that Mr. Chase, the consul at Tampico (extracts from whose reports are given in your dispatch of March 21) does not show a large amount of cotton escaped, and the vessels he describes under English colors could not be seized.

Only 2 of my small vessels have as yet arrived. I fear some of them have been lost. They are indispensable for the blockade of this coast.

We have a report by the *Arkansas* from the coast of Texas that the *Clifton* attempted to run out of Sabine Pass, got aground, and the enemy destroyed her by setting her on fire. Our vessels, it is said, could not get near her. I have nothing official on the subject.

I still hear from refugees and deserters that the ironclad *Tennessee* has not crossed Dog River Bar, but that the rebels are making new pontoons to float her over. I never did think they intended to get her over unless they could do so with ease, as they could not get her back without greater difficulty; but I am told that it is determined to keep her near the city for its defense. I shall nevertheless continue to watch her until I have the proper force, viz, soldiers to land on the peninsula and Dauphin Island.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Rear-Admiral Farragut, U. S. Navy, regarding the departure of the U. S. S. Pensacola for Hampton Roads.

No. 105.]

FLAGSHIP TENNESSEE,
Off New Orleans, April 7, 1864.

SIR: I have the honor to report to the Department that the U. S. S. *Pensacola*, under the command temporarily of Commander James H. Strong, detached from the *Monongahela* for that purpose, leaves to-day for the North.

Commander Strong has orders to proceed first to Pensacola for coal and afterwards to Hampton Roads, reporting his arrival there by telegraph to the Department and to await the further orders of the honorable Secretary of the Navy as to the disposition of the vessel.

Commodore Palmer has been directed to hoist his divisional flag in the meantime on the *Monongahela*.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Order of the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, transmitting copy of communication regarding a difficulty arising from misapprehension of neutral rights by blockading vessels on the coast of Texas.

NAVY DEPARTMENT, April 7, 1864.

SIR: The Department has had under consideration your dispatch of February 19, enclosing a copy of a letter addressed by Admiral Milne to Commodore Bell, and your proposed reply to it.

A correspondence which has taken place between this Department and the Secretary of State has rendered the transmission of your proposed reply to Admiral Milne unnecessary. The Department approves of your course in submitting it for inspection. You will perceive from the copy of a communication to the Secretary of State, herewith enclosed, that further difficulty or misunderstanding might have ensued had you forwarded your reply to Admiral Milne without the knowledge of the Department.

If any instructions should have been issued to officers under your command contrary to the tenor of the enclosed paper the Department desires that you will recall or modify them.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. G. FARRAGUT,
Comdg. Western Gulf Blockading Squadron, New Orleans.

[Enclosure.]

NAVY DEPARTMENT, March 5, 1864.

SIR: I have the honor to receive your letter of the 3d instant and accompanying papers in relation to a difficulty which has seemed likely to grow out of a misapprehension of the instructions given to our cruisers in the Gulf and on the coast of Mexico.

I do not understand our Government to claim the right of "capturing ships for having carried contraband of war after the contraband

has been landed," unless the contraband has been landed by them in a blockaded port and they are on the return voyage from such port, nor the right of capturing ships in Mexican waters or in any neutral waters, nor the right to capture neutral ships on a bona fide voyage from one neutral port to another, though laden with articles which would be contraband if carried to an enemy's port; nor the right to capture neutral ships bound to an enemy's port not blockaded, unless such ships have contraband on board; nor the right to exercise exclusive jurisdiction to the extent of more than a marine league from our coast.

With respect to the point last mentioned, any misapprehension which exists may have arisen partly from what may have been an inadvertence, analogous to a clerical error, in the treaty with Mexico and partly to our municipal law, under which merchant vessels bound to the United States may be boarded by the revenue officers when within 4 leagues of our coast. Other nations have similar municipal laws, which are to be regarded merely as prescribing the conditions on which trade is permitted.

We claim the belligerent right of search *ubique*, except in neutral waters; the right of seizing enemy's property on board merchant vessels anywhere, with the same exception; and the right of capturing any merchant vessel returning from the blockade port, after violating the blockade, such right to exist at any time during the return voyage.

It is not improbable that the commanders of some of our cruisers in the Gulf are not accurately informed of the extent of the neutral rights herein referred to, and the Department will lose no time in placing the matter properly before them.

The whole coast of Texas, except such port as may be necessary for access to the port of Brownsville, is to be regarded as under blockade.

The documents are herewith returned.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

HON. WILLIAM H. SEWARD,
Secretary of State.

Order of Captain Jenkins, U. S. Navy, to Commander Donaldson, U. S. Navy, to assume command of U. S. S. Seminole.

U. S. S. RICHMOND,
Off Pensacola, April 8, 1864.

SIR: Learning unofficially that you are a passenger on board the U. S. supply vessel *Admiral*, now in this port, under orders to report to the commander in chief of the Western Gulf Blockading Squadron for duty as commander of the U. S. S. *Seminole*, now off Mobile Bar, you will on arriving at that place report yourself to Commander William E. Le Roy, senior officer present, and take command of the *Seminole*.

Very respectfully,

THORNTON A. JENKINS,
Captain, Comdg. Second Div. West Gulf Blockdg. Squadron.

Commander EDWARD DONALDSON, U. S. Navy,
U. S. S. Admiral.

Report of Captain Marchand, U. S. Navy, forwarding for disposition deserters from the Confederate Army.

U. S. STEAM SLOOP LACKAWANNA,
Off Galveston, April 8, 1864.

SIR: Herewith I send for your disposition three deserters from the rebel Army and one contraband, who came off to the *Penobscot* on the morning of the 5th instant, named as follows: H. D. Peterson, P. Vanorsdale, William Flord, Wilbur Watson, contraband. Also six deserters from the rebel Army and one refugee from Galveston, who came off to the *Kineo* on the 5th instant, named as follows: Antonio Orluffe, First Texas rebel artillery, Company O; Peter Berg, First Texas rebel artillery, Company O; Fred Rudolph, First Texas rebel artillery, Company O; Henry Aytoun, First Texas rebel artillery, Company O; Martin Reicke and Fred Hahn, army butchers; Frank Teichman, refugee from Galveston.

Very respectfully, your obedient servant,

J. B. MARCHAND,
Captain, Comdg. Third Div. West Gulf Blockdg. Squadron, Coast Texas.

Commodore JAMES S. PALMER,
Comdg. First Div. West Gulf Blockdg. Squadron, New Orleans.

Position of blockading vessels of the Third Division West Gulf Blockading Squadron.

COAST OF TEXAS, April 9, 1864.

Sabine Pass.—Princess Royal, Chocura, and Antona.

Off Galveston.—Lackawanna, Penobscot, Katahdin, Kanawha, and Kineo.

Off San Luis Pass.—Virginia.

Brazos River, off Velasco.—Owasco, Sciota.

Pass Cavallo.—Estrella.

Pass Cavallo, and occasionally to run along coast to Rio Grande.—Cayuga.

J. B. MARCHAND,
Captain Comdg. Third Div. West Gulf Blockdg. Squadron.

U. S. STEAM SLOOP LACKAWANNA,
Off Galveston, Tex.

Report of Captain Marchand, U. S. Navy, commanding on the coast of Texas, giving information received from deserters regarding the movements of blockade runners in those waters.

U. S. STEAM SLOOP LACKAWANNA,
Off Galveston, April 9, 1864.

SIR: I have the honor to inform you that on the 4th instant the U. S. gunboat *Kineo*, Lieutenant-Commander John Watters, arrived from New Orleans, which permitted my sending a second gunboat to blockade the entrance of Brazos River. On the following day three

deserters from the rebel Army and two contrabands came off to the blockading vessels at that place and stated that there were nearly a dozen small schooners, cotton laden, in that river ready to run out, and that the steamer *Alice*, formerly the *Matagorda*, had made two attempts to come out when partially cotton loaded, but grounded upon the bar, and that all the cotton (350 bales) was about being taken out of her and sent to Galveston, where she would go to reload. The deserters further state that signal stations have within the last two months been established along the coast and the lookouts instructed to keep a strict watch, especially for the "China fleet," which is to raise the blockade. This "China fleet" [is] composed (they say) of several vessels built in England for the Chinese Government, but subsequently sold to rebel agents in China. The information in relation to the "China fleet" was said to have been brought from Richmond by a bearer of dispatches some time ago.

These deserters say that the *Alice* is the only steamer that has run into the Brazos River, but that a large trade has been carried on there by small schooners, which, however, within the last three months, has greatly decreased. Those schooners carry in rope, bagging, etc., and occasionally arms and ammunition, only enough cargo to purchase cotton for outward trips, and run to Havana, Jamaica, Mexican ports, and Honduras.

One of the contrabands above referred to will, at his own request, be detained on board the *Penobscot* as part of the crew.

I was happy on the 4th instant to communicate information of the capture of the schooner *Mary Sorby*, formerly the U. S. revenue cutter *Dodge*, laden with 257 bales of cotton, by the *Sciota* off this place in attempting to run out. The *Dodge* was seized by the rebels at the commencement of the rebellion whilst in Galveston Bay. By the destruction of the *Clifton* on the 21st ultimo, reported in a former communication, and the capture of the late *Dodge*, the rebels are beginning to lose their ill-gotten spoils. They still hold four vessels captured by them, viz, the *Sachem*, in Sabine River on 8th September, 1863, and the *Harriet Lane* and barks *Cavallo* and *Elias Pike*, in Galveston Harbor on the 1st January, 1863, on the reoccupation of that place. The two latter were laden with coal at the time of their capture.

From rebel deserters I have learned that a noted blockade runner of Galveston named John Davisson has recently left to take command of the *Sachem* at Sabine Pass, and that another one named Maynard has the command of the *Harriet Lane*, which is being laden with cotton preparatory to going out.

On the 5th instant six deserters from the rebel Army and one refugee, all Germans, who had emigrated to Texas immediately before the rebellion, came off to the squadron off this place. They all represent that the *Harriet Lane* is about being laden with cotton to go to Havana, and that the blockade running steamer *Isabella* is already laden and ready to run out. They further state that a few days ago several small schooners, cotton laden, left Galveston through West Bay to run out of San Luis Pass and were accompanied that far by one or more like-looking schooners, whose decks also are partially covered with cotton bales, each armed with two 12 or 24 pounders and manned by about 40 soldiers, to prevent boats from the blockading vessel cutting out the cotton-laden schooner, as was done upon a for-

mer occasion, and to run out, and, by stratagem or boarding, take our steamer stationed off that place.

Very respectfully, your obedient servant,

J. B. MARCHAND,
Captain, Comdg. Third Div. West Gulf Blockng. Squadron, Coast Texas.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron.

Letter from Captain Marchand, U. S. Navy, to the senior officer off Sabine Pass, giving information regarding the movements of blockade runners and referring to the "China fleet."

U. S. STEAM SLOOP LACKAWANNA,
Off Galveston, April 9, 1864.

DEAR SIR: Your letter of yesterday has been received, together with the accompanying communications, and I am obliged for the information you sent.

We were lucky here on the 4th instant by the *Sciota* capturing the schooner *Mary Sorly*, formerly the U. S. revenue cutter *Dodge*, seized by the rebels at the commencement of the rebellion. At the time of her capture she was coming out of Galveston laden with 257 bales of cotton.

Deserters frequently come off from Galveston. The last say that a noted blockade runner of Galveston named John Davisson left a few days ago for the Sabine to take command of the *Sachem*, but they did not know for what purpose the *Sachem* was designed.

The rebels are said to be fitting out schooners, each to be armed with two 12 or 24 pounders and manned with 40 soldiers, their decks to be covered with cotton bales to give them the appearance of blockade runners in order, by stratagem or boarding, to take boats that may be sent to cut out the schooners or to capture any of the blockading vessels which may not be on their guard.

The blockade runner *Alice* (late *Matagorda*), partially cotton laden, has made two ineffectual attempts to cross the bar and come out of Brazos River. She is said now to be discharging her cargo and sending it to Galveston, where she proposes to run in and reload.

The *Isabella* is fully laden here and ready to run out the first favorable opportunity, and the *Harriet Lane* is said to be lading with cotton to go to Havana. Two other schooners in sight inside have been ready to come out nearly a month.

The last preceding two days have been foggy, rainy, and thick, giving the most favorable opportunities for the blockade runners to come out, and I was extremely apprehensive that they would avail themselves of it, but to-day the weather has been clear and they are still seen inside.

I have learned that within the last two months the rebels have established signal stations along the coast, or rather increased the signal stations and corps with instructions to vigilance and especially to report the arrival of the "China fleet." This "China fleet," they represent, is composed of several vessels built in England for the Chinese Government and subsequently purchased by rebel agents.

The rebels say that with their floating forces in the harbor, sided by the "China fleet," they will sweep away the blockade.

Truly, yours,

J. B. MARCHAND, *Captain.*

Commander M. B. WOOLSEY,
*Commanding U. S. S. Princess Royal and
Senior Officer off Sabine Pass.*

Report of Captain Marchand, U. S. Navy, regarding blockade runners in Galveston Bay, and other matters in that vicinity.

U. S. STEAM SLOOP JACKAWANNA,
Off Galveston, April 9, 1864.

DEAR SIR: The monthly reports of the *Sciota* and *Virginia* for 1st March, referred to in your note, were forwarded a few days before its receipt.

Since the capture of the late revenue cutter *Dodge* everything remains in the former condition in Galveston Bay. The English blockade runner *Isabella* and the *Harriet Lane* are lying to the northward and close under the fort on Pelican Spit, two schooners, cotton laden—the *Tip Top* and *Higher*—close to them. The *Cavallò* near one of the wharves at Galveston. Several light-draft schooners, loaded with cotton, reported by deserters as having gone through West Bay to run out through San Luis Pass accompanied by armed ones, as referred to in my letter to the admiral. I have written to Acting Volunteer Lieutenant Brown, of the *Virginia*, giving him that information.

With the two vessels at Brazos I hope that blockade running will be checked there to some extent. For some time the weather has been bad and foggy along the coast, giving most favorable opportunities for blockade running. The report about the "China fleet," I presume, has been circulated by the rebel authorities to encourage the people and cause the coast lookouts to vigilance.

The deserters from Brazos River agree in stating that nearly all the rebel troops along the unimportant points of the coast, between Galveston and Pass Cavallo, have been withdrawn and sent toward the Red River, leaving only small guards behind. The rebel military force at Galveston still amounts to about 2,000 men.

I was glad to hear yesterday from Commander Woolsey that after he had sent the chief engineer of the *Princess Royal* to examine the boiler of the *Antona* the latter vessel has performed better and steams at the rate of 6 and 7 miles an hour.

A survey has just been holden on the engines and boilers of the *Penobscot* and reported in a bad condition. She will have to go to New Orleans for repairs in the course of a couple of weeks.

The boilers of the *Virginia* are again leaking, and I will be under the necessity of bringing her here for three or four days' work upon them as soon as the nights become more moonlight.

Herewith I send the position of the blockading vessels on the Texas coast.

Very truly, yours,

J. B. MARCHAND,
Captain.

Fleet Captain PERCIVAL DRAYTON,
U. S. Flagship Hartford.

Semi-official letter from Captain Drayton, U. S. Navy, to Captain Jenkins, U. S. Navy, referring to vessels at the Pensacola navy yard, and affairs at New Orleans.

FLAGSHIP TENNESSEE,
New Orleans, April 10, 1864.

MY DEAR JENKINS: Old Smith is a regular marplot and seems determined neither to do anything himself nor to permit anyone else. Until his return the admiral desires that Mr. Williamson shall merely superintend the work required by our steamers, not interfering with the workshops if Commodore Smith objects. He will arrange the matter when he comes to Pensacola.

About the *Jasmine* there must be some mistake; she belongs to the yard, and has been always looked upon as under the control of the commandant there. If you received orders from the admiral to take charge of her it must have been through some misunderstanding.

The *Ossipee* leaves in the course of a few hours for Mobile, and the *Arizona* has just come down from Cairo.

I think we shall go to Texas about the 13th, and hope to be in Pensacola before long.

I sent the papers by the *Glasgow*, and a cap by the captain of the *Jasmine*. The second device I will get on Monday, when a new lot is expected.

Nothing particularly important from the Red River, but everything is going on well, and the prospect is that the rebs will be entirely cleaned out if the river does not fall too soon, which it threatens.

Yours, truly,

P. DRAYTON.

Captain T. A. JENKINS,
U. S. S. Richmond, Pensacola.

I have not time to write to Williamson, so you must tell him what I have said.

If you have not already sent the *Glasgow* to us here, do so at once.

Your boat and other things required will be taken round in the *Arkansas*, which leaves in a day or two with machinery for Pensacola.

If the two engineers ordered home by the *Pensacola* per *Jasmine* do not reach in time, they must be sent by the new supply vessel.

Capture by the U. S. S. Virginia and subsequent loss of the Mexican schooner Juanita, April 11, 1864.

Report of Rear-Admiral Farragut, U. S. Navy, forwarding additional reports.

No. 124.]

FLAGSHIP TENNESSEE,
Off New Orleans, April 20, 1864.

SIR: I have the honor to report the capture on the 11th instant off San Luis Pass by the *Virginia*, Acting Volunteer Lieutenant C. [H.] Brown, commanding, of the Mexican schooner *Juanita*, ostensibly bound for Havana. The particulars appear in the enclosed communication from Lieutenant Brown (marked No. 1). A prize crew was put on board and the vessel dispatched for New Orleans.

I have further to report that on the following day the vessel was lost. She was discovered from the *Virginia* to be among the breakers,

but how she got there Lieutenant Brown is unable to explain. The crew are supposed to be prisoners; their names are given. See the enclosed communications from Lieutenant Brown, marked Nos. 2 and 3.

I have heard from Captain Marchand that by deserters it is stated that the schooner was run on shore by the helmsman when drunk, the prize master being at the time asleep.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

[Enclosure No. 1.]

U. S. S. VIRGINIA,

Off San Louis Pass, Tex., April 11, 1864.

SIR: I would respectfully report the capture by this vessel of the Mexican schooner *Juanita*, from Matamoras, bound ostensibly to Havana.

She was first seen from this vessel soon after 8 o'clock this morning, and after a moderate chase was brought to and boarded.

All the official papers of the vessel indicate that she was bound to Havana, the only evidence to the contrary being the assertions of the captain and a private note purporting to come from her owners directing the captain to proceed to New Orleans.

The vessel having unquestionably cleared for Havana and being widely out of her course to that port, I send her to New Orleans as a prize for adjudication.

She carries no cargo whatever.

Very respectfully, your obedient servant,

CHAS. H. BROWN,

Acting Volunteer Lieutenant, Commanding U. S. S. Virginia.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure No. 2.]

U. S. S. VIRGINIA,

Off San Louis Pass, Tex., April 12, 1864.

SIR: I have to report the loss of the Mexican schooner *Juanita*, a prize to this vessel, under the following circumstances:

Having been captured yesterday morning, according to my previous report, she was dispatched for New Orleans at 10 in the evening, under the charge of my second officer, Acting Ensign N. A. Blume.

At the time the schooner got underway there was a light wind from the southward and eastward, which fell away during the night to nearly a calm.

At daylight this morning the *Juanita* was discovered about 2 miles distant, inside the line of breakers, with her head toward the beach and nearly out of water, the vessel being of very light draft.

Approaching as near the schooner as was possible, I discovered that she had been abandoned and that several of the enemy were stationed in various positions close by.

It is of course impossible at present to give any further details or to account for the loss of the vessel, the wind having been fair while it lasted and the schooner having two good anchors on board, with chains, etc.

Mr. Blume, the officer in charge, has hitherto shown himself worthy of confidence as a seaman and navigator, and has taken two vessels, prizes to the *Virginia*, from this coast to New Orleans.

This forenoon he was seen to come down the beach in company with some of the rebel soldiers and remove his effects from the schooner to the picket station.

I endeavored during the morning to destroy the *Juanita* with shell, but owing to rolling badly was unable to do so.

Very respectfully, your obedient servant,

CHAS. H. BROWN,

Acting Volunteer Lieutenant, Commanding U. S. S. Virginia.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure No. 3.]

List of prize crew of the Mexican schooner Juanita, at present supposed to be held as prisoners in the State of Texas.

N. A. Blume, acting ensign; Guiseppe Cantemodina, captain of fore-castle; Felix Sulia, Arthur Adams, seamen; Timothy McDermed, landsman; Ernest Dubreuil, officers' steward.

Very respectfully, your obedient servant,

CHAS. H. BROWN,

Acting Volunteer Lieutenant, Commanding U. S. S. Virginia.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Captain Marchand, U. S. Navy, forwarding passengers and crew of the prize.

U. S. STEAM SLOOP LACKAWANNA,

Off Galveston, April 16, 1864.

SIR: Herewith I send for your disposition five persons, passengers and crew of the prize schooner *Juanita*, captured by the *Virginia* on the 11th instant near San Luis Pass, named as follows: Juan Carbonell, passenger; Jose Chaquarntie, Eugene Euterbe, seamen; Pedro Rameros, mate; Jose Lopez.

Very respectfully, your obedient servant,

J. B. MARCHAND,

Captain, Comdg. 3d Div. West Gulf Blockdg. Squadron, Coast Texas.

Commodore JAMES S. PALMER,

Commanding Naval Forces, New Orleans.

Abstract log of the U. S. S. Virginia, Acting Volunteer Lieutenant C. H. Brown, U. S. Navy, commanding.

April 10, 1864.—Off San Luis Pass. At 8:30 a. m. called the first gun's crew to quarters, fired 8 shot and shell at two steamers inside of

the land. At 10:45 several rifle shots were fired at us by soldiers ashore. Called all hands to quarters and fired 17 24-pounder shells and 4 34-pounder rifle shells at them.

April 11.—At 5:50 a. m. sail reported bearing S.W. by S. At 6 got up anchor and stood for strange sail; vessel proved to be the *Rachel Seaman*. Taking in stores from the *Rachel Seaman*. Got underway and stood in chase of a sail to the southward. The bolt of the main trysail gaff gave way. Expended one solid shot. At 3 p. m. Mr. Thomas boarded the schooner and brought the captain with his papers, on board. The papers showed her to be bound from Matamoros to Havana, but being found so far off her course, steering direct for the mouth of the Brazos River, was taken as a prize. At 3:15 came to anchor in 9 fathoms water. Mr. Brackett with a prize crew went on board the schooner; the boat returned, bringing the schooner's crew and things on board. At 4 got underway and steered for San Luis Pass. At 9 p. m. Mr. Blume went on board [the schooner] as prize master; Mr. Brackett returned. At 10 p. m. the schooner got underway, apparently steering N.N.E. At 11:30 lost sight of her. At that time she bore from us N. by W. Her name was the *Juanita*.

April 12.—At daylight discovered the schooner inshore, bearing N.W. by N. At 6 got underway and stood in toward her and found her to be our prize on shore inside the breakers. Could not discover any persons on board of her. At 6:30 a. m. came to anchor in 2 fathoms water. At 7:30 fired 3 24-pounder shells at schooner. At 9 a. m. saw three persons coming down the beach. One of them proved to be Mr. Blume in charge of two soldiers; went on board the schooner and took his baggage out of the schooner, and was last seen going up toward some houses. At 12:35 p. m. called the broadside gun's crew to quarters and shelled the prize schooner. At 3:35 fired 2 shells at schooner. At 6:30 fired 2 shells at schooner, one of which struck her stern. At 7:20 got underway and came to anchor in 5 fathoms water.

Letter from Captain Marchand, U. S. Navy, to Lieutenant-Commander Henry, U. S. Navy, giving information from Confederate deserters regarding the "China fleet" and proposed operations.

U. S. STEAM SLOOP LACKAWANNA,
Off Galveston, April 11, 1864.

SIR: From information received by deserters on the 5th instant, I have learned that within the last two months the rebel signal stations along the coast have been increased, and the corps instructed to vigilance, and especially to report the arrival of the "China fleet." This "China fleet," they represent, is composed of several vessels built in England for the Chinese Government, but subsequently sold to rebel agents. With this fleet the rebels say it is their intention to sweep away our blockade.

I have also learned that the rebels are fitting out schooners with cotton bales on deck, armed with two 12 or 24 pounders and manned by about 40 soldiers to deceive our blockading forces and capture if possible any boats which may be sent to cut out the schooners, or, if opportunity offers, to run out and capture, by stratagem or boarding, our blockading vessels.

Whether the information is reliable or not, it is worthy of notice and may be the means of preventing disaster.

Very respectfully, your obedient servant,

J. B. MARCHAND,
*Captain, Commanding Third Division West Gulf
 Blockading Squadron, Coast of Texas.*

Lieutenant-Commander E. W. HENRY,
Commanding U. S. Gunboat Owasco, Brazos River, off Velasco.

Report of Captain Marchand, U. S. Navy, regarding the deficiency of vessels for the blockade of Texas.

U. S. STEAM SLOOP LACKAWANNA,
Off Galveston, April 11, 1864.

SIR: I regret having to send you another gunboat for repairs, viz, *Sciota*, which has nearly broken down by reason of the after bearing of the shaft wearing away and causing the propeller to strike upon the shoe.

The *Penobscot* having been surveyed (the result of which was sent to you) will have to go to New Orleans for repairs as soon as the nights become moonlight.

From the *Virginia* I have just heard that her boiler tubes leak and will require three or four days with fires out to repair. She will come here for that purpose.

From the condition of the above vessels it will be seen that the blockading force here is insufficient, and I sincerely trust that you will send other vessels as soon as practicable.

This coast is becoming a principal field of operations for blockade runners. Three steamers and many schooners are in Galveston Bay laden and ready to run out; at Sabine Pass the *Sachem* and several schooners are also ready for the same purpose; at San Luis Pass six schooners are similarly waiting, and at Brazos River a steamer and fleet of schooners are prepared to run the blockade.

The coal brig *Imogene* arrived here three days ago from the South West Pass with 526 tons coal for the squadron.

To-morrow I expect to be able to complete discharging the coal brig *Ward*, except about 40 tons of coal for ballast, and, having no instructions in relation to her disposition, I will send her to the South West Pass of the Mississippi to report to the senior naval officer there, with instructions to telegraph to you for further orders.

Very respectfully, your obedient servant,

J. B. MARCHAND,
*Captain, Commanding Third Division West Gulf
 Blockading Squadron, Coast Texas.*

Commodore JAMES S. PALMER,
Commanding Naval Forces, New Orleans.

Order of the commandant of navy yard, Pensacola, to Captain Jenkins, U. S. Navy, for cooperation in case of expected attack.

COMMANDANT'S OFFICE,
Pensacola Navy Yard, April 11, 1864.

SIR: We are threatened with an attack here by a large rebel force.

In case of an attack the signals in the yard will be, by day, a red flag at the gaff of the flagstaff and the long roll; by night, a rocket, followed by a blue light and long roll, or either of them. Should you see the signal you will please land your marines at the old central wharf and send them to the western gate of the yard; and send as many of your boats as you can spare (with reduced crews) to the same wharf, to assist in removing the people from the yard to the shipping in case of necessity. Should your engine be ready, you will have steam got up, to move as circumstances may require.

Very respectfully, your obedient servant,

W. SMITH,
Commodore, Commanding.

Captain THORNTON A. JENKINS,
Commanding U. S. S. Richmond, off Navy Yard.

Order of the Secretary of the Navy to Lieutenant-Commander Jones, U. S. Navy, commanding U. S. S. Pocahontas.

NAVY DEPARTMENT,
April 11, 1864.

SIR: Proceed with U. S. S. *Pocahontas* to New Orleans and report to Rear-Admiral D. G. Farragut for duty in the West Gulf Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Lieutenant-Commander M. P. JONES, U. S. Navy,
Commanding U. S. S. Pocahontas, Philadelphia.

Order of the Secretary of the Navy to Acting Master Seaver, U. S. Navy, commanding U. S. S. Philippi

NAVY DEPARTMENT,
April 11, 1864.

SIR: Proceed with the U. S. S. *Philippi* to New Orleans and report to Rear-Admiral D. G. Farragut for duty in the West Gulf Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Master JAS. T. SEAVER, U. S. Navy,
Commanding U. S. S. Philippi, Boston.

Letter from Brigadier-General Cooke, U. S. Army, to Acting Volunteer Lieutenant Gregory, U. S. Navy, requesting services of a gunboat.

HEADQUARTERS DISTRICT,
Baton Rouge, La., April 11, 1864.

Your dispatch received. There is not a Navy vessel in the second district. I wish a gunboat for a few days.

P. ST. GEORGE COOKE,
Brigadier-General, Commanding.

Captain T. B. GREGORY, U. S. Navy,
Commanding, Donaldsonville, La.

Letter from Captain Marchand, U. S. Navy, to Lieutenant-Commander Cooke, U. S. Navy, referring to the "China fleet" and proposed operations of the Confederates.

U. S. STEAM SLOOP LACKAWANNA,
Off Galveston, April 12, 1864.

SIR: I have received your interesting report in relation to the rebel dispatch schooner *Julia A. Hodges* and the capture of the rebels in her; also your communication about the burning of a cotton-laden schooner in Matagorda Bay on the 28th ultimo. Both have been sent to the admiral.

If possible, it would be desirable to obtain the names of all the vessels destroyed or captured.

Sometime since I was told that no naval general signal book was furnished the *Estrella*, and so informed the admiral. Will you be pleased to let me know if I made an erroneous statement to him?

From information received by deserters, I have learned that within the last two months the rebel signal stations along the coast have been increased and the corps instructed to vigilance and especially to report the arrival of the "China fleet." This "China fleet," they represent, is composed of several vessels built in England for the Chinese Government, but subsequently purchased by rebel agents. With this fleet the rebels say it is their intention to sweep away our blockade.

I have also learned that the rebels are fitting out several schooners, with cotton bales on deck, armed with two 12 or 24 pounders, and manned by about 40 soldiers, to deceive our blockading forces, and capture, if possible, any boats that may be sent to cut out the schooners; or, if opportunity offers, to come out and capture, by stratagem or boarding, our blockading vessels.

Whether the information is reliable or not, it is worthy of notice and may be the means of preventing disaster.

Very respectfully, your obedient servant,

J. B. MARCHAND,
Captain, Com. Third Div. West Gulf Blockdg. Squadron, Coast Texas.

Lieutenant-Commander A. P. COOKE,
Commanding U. S. S. *Estrella*, Matagorda Bay.

Order of Captain Marchand, U. S. Navy, to Lieutenant-Commander Henry, U. S. Navy, to furnish, when possible for record, the names of vessels seen or chased.

U. S. STEAM SLOOP LACKAWANNA,
Off Galveston, April 12, 1864.

SIR: I was glad to hear verbally through Lieutenant-Commander Perkins that on the 6th instant, you had driven a blockade runner, which was coming out of the Brazos River into the breakers, and which since that time has nearly gone to pieces.

In order that the record of the Navy Department may be properly kept up, it is desirable to know the names, if practicable, of all vessels captured or destroyed. I will thank you, if possible, to ascertain through deserters, refugees, or other means, the name of the vessel you caused to run ashore, as well as the name of the vessel which had been seen ashore by the *Penobscot* before your arrival at Brazos River.

I shall be pleased to hear from you on all occasions, whether of important information or not.

Very respectfully, your obedient servant,

J. B. MARCHAND,
Captain, Com. Third Div. West Gulf Blockng. Squadron, Coast Texas.

Lieutenant-Commander E. W. HENRY,
Commanding U. S. S. Owasco, Brazos River.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the disabled condition of schooner Lovet Peacock, laden with naval stores for the West Gulf Squadron.

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,
Off Newport News, Va., April 12, 1864.

SIR: On the 10th instant the master of the schooner *Lovet Peacock* informed me that he had put into Hampton Roads in distress from the effects of a gale of wind, and that he is bound to New Orleans with naval supplies for the West Gulf Blockading Squadron. He asked for and received permission to pass the guard vessel, that he might go to Norfolk for examination and repair.

This morning the master of this schooner hands me the enclosed communication, containing the report of examiners at Norfolk, indicating that the *Peacock* requires such repairs as make it necessary to discharge most if not all of her cargo, and her master desires to go to Baltimore to make them, saying that the army occupies the shipyards at Norfolk and that he can not get repaired there. I have accordingly instructed the guard vessels to let him pass.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
Acting Rear-Admiral,
Commanding North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from Major-General Hurlbut, U. S. Army, to the Secretary of the Navy, regarding the preparation by the Confederates of a submerged torpedo boat.

HEADQUARTERS SIXTEENTH ARMY CORPS,
Memphis, April 12, 1864.

I am informed, and I believe credibly, that a submerged torpedo boat is in course of preparation for attack upon the fleet at Mobile.

The craft, as described to me, is a propeller about 30 feet long, with engine of great power for her size, and boiler so constructed as to raise steam with great rapidity. She shows above the surface only a small smoke outlet and pilot house, boats of which can be lowered and covered. The plan is to drop down within a short distance of the ship, put out the fires, cover the smoke pipe and pilot house, and sink the craft to a proper depth; then work the propeller by hand, drop beneath the ship, ascertaining her position by a magnet suspended in the propeller, rise against her bottom, fasten the torpedo by screws, drop their boat away, pass off a sufficient distance, rise to the surface, light their fires, and work off.

The torpedo to contain 40 pounds of powder and work by clockwork.

As near as my informant can give the plan, I send you a rude sketch. One of the party has gone North for a magnet and air pump. I expect to catch him as he comes back. The boat is to be ready by 10th May.

Your obedient servant,

S. A. HURLBUT,
Major-General.

HON. GIDEON WELLES,
Secretary of the Navy.

[Copy of this letter sent to Rear-Admiral Farragut, April 26, 1864.]

Letter from Captain Drayton, U. S. Navy, to Captain Jenkins, U. S. Navy, regarding general matters.

FLAGSHIP TENNESSEE,
New Orleans, April 12, 1864.

MY DEAR JENKINS: Get the *Sportsman* off as soon as you can, for she is one of those swindles handed over from early times of the war, which it is disagreeable to contemplate. The admiral gave notice to the captain that there must be no detention for ballasting, as per his letter in letter book, which you can see on board of the *Hartford*.

Walker will go round to join the ship in a day or two, per *Arkansas*, and when your vessel is ready again for sea he will go to Texas; but that will not be, I suspect, before our return.

The admiral says you must judge for yourself as to what is best to be done about the buoys, and if Grinnell is not competent or is careless, select some one else to attend to the matter. Take the whole thing into your own hands, either directly or through Gibson, as you may think proper.

If you can arrange to send the *Jasmine* round and take a few days to put the house on the *Glasgow*, it would be well to do so; otherwise I suppose she must come now and await a more convenient opportunity.

The admiral talks of going to Texas about Thursday, and again of not going at all, but returning at once to Pensacola.

The *Narcissus* (tug) has been sent to Mississippi Sound.

I have been so busy all day disposing of the fifty officers that I can scarcely write this.

I suspect you will not be wanted outside with the force now there, so you had better take a good rest while a chance offers.

The *Gertrude* was in a shockingly dilapidated condition; she will now be out in a couple of weeks.

Yours, truly,

P. DRAYTON.

Captain T. A. JENKINS,
U. S. S. Richmond.

Combined expedition by the U. S. S. Estrella and U. S. Army transport Zephyr in Matagorda Bay, April 12-24, 1864.

Report of Captain Marchand, U. S. Navy, commanding the coast of Texas.

U. S. STEAM SLOOP LAOKAWANNA,
Off Galveston, May 5, 1864.

SIR: I have the honor herewith to send a communication from Lieutenant-Commander Cooke, of the *Estrella*, accompanied by one from Acting Master Pomeroy, of the same vessel, relating to their cooperation with the Army on an expedition to Lavaca City.

Very respectfully, your obedient servant,

J. B. MARCHAND,
*Captain, Commanding Third Division
West Gulf Blockading Squadron, Coast Texas.*

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron.

Abstract log of the U. S. S. *Estrella*, Lieutenant-Commander A. P. Cooke, U. S. Navy, commanding.

April 12, 1864.—At 6:30 a. m. got underway in company with the *Zephyr* and steamed up the bay. At 9 discovered a rebel steamer and two schooners inside Matagorda Reef; called all hands to quarters; steamed for rebel steamer until we grounded. Opened fire at about 3 miles distance; fired 13 solid shot, 4 percussion, and 1 time-fuzed shell from 30-pounder Parrott, but could not get sufficient elevation. At 11:30, in company with the *Zephyr*, proceeded downstream. At 2:20 p.m. anchored, with the *Zephyr*, and sent an escort of troops ashore to bring off a Union family desirous of coming within our lines. At 4:10 troops returned with Union family. At 4:40 weighed and continued down the bay. At 9:20 anchored, in company with the *Zephyr*, off Alligator Head light-house.

April 21.—Matagorda Bay. At 8:20 a. m. Acting Master Pomeroy, with armed boat's crew, went on board steamer *Zephyr*; she, with the steamer *Warrior*, steamed up the bay. At 9:30 weighed anchor and followed. At 11 passed Indianola. At 10:40 *Warrior* and

Zephyr, [army steamers], anchored inshore; this vessel anchored off-shore in 7 feet water. At 6:30 went to quarters, cast loose, and prepared for action.

April 22.—The *Zephyr* and *Warrior* underway and steaming in toward Lavaca. At 9:30 the *Zephyr* and *Warrior* not in sight.

April 23.—At 6 a. m. saw the *Zephyr* and *Warrior* off Lavaca. Weather squally; thunder and lightning. At 1:30 weighed anchor, steamed up the bay, and at 4:15 returned and anchored about 4 miles to the southward and westward of Indianola.

April 24.—At 9 a. m. weighed and steamed down the bay; steamed outside. At 5:30 weighed and steamed inside. At 6:40 p. m. anchored and found the *Zephyr* and *Warrior* alongside the wharf at Fort Esperanza. At 7 Acting Master G. P. Pomeroy returned on board.

Letter from Brigadier-General Warren, U. S. Army, to Rear-Admiral Farragut, U. S. Navy, commending the services of Acting Master Pomeroy, U. S. Navy, of the U. S. S. *Estrella*.

HDQRS. FIRST DIVISION THIRTEENTH ARMY CORPS,
Matagorda Island, Texas, April 27, 1864.

ADMIRAL: I shall be pardoned, I hope, for expressing to you my obligations to, and appreciation of, the services of Lieutenant [Acting Master] G. P. Pomeroy, of the gunboat *Estrella*, during an expedition of four days to Port Lavaca.

He took general charge of two steam transports, and by his attention, industry, and good seamanship impressed me most favorably as to his qualities for command and a higher position.

I beg to add that I make this acknowledgment of my indebtedness without any suggestion from him, or even knowledge of my act. I only do an act of justice to a good officer, who, although out of my branch of service, is no less a cooperating agency in the great work in which we are all engaged.

I am, admiral, with high respect, your obedient servant,
FITZ HENRY WARREN,
Brigadier-General.

Rear-Admiral D. G. FARRAGUT,
Commanding Fleet.

Special order of Major-General McClernand, U. S. Army.

SPECIAL ORDERS, } HDQRS. THIRTEENTH ARMY CORPS,
No. 77. } *Pass Cavallo, Tex., April 11, 1864.*

I. Brigadier-General Warren, commanding First Division, will detail a company 35 to 50 strong, with at least 2 officers, to report on board the naval vessel *Estrella* to Lieutenant-Commander A. P. Cooke. The men will be supplied with 100 rounds of ammunition. They will take their knapsacks and light-mess furniture with them, and will carry two days' rations in their haversacks. The company will remain with Lieutenant-Commander Cooke until relieved by him or by orders from these headquarters.

* * * * *
By command of Major-General John A. McClernand:
SAMUEL CALDWELL,
Acting Assistant Adjutant-General.

Order of Major-General McClernand, U. S. Army, to Brigadier-General Warren, U. S. Army, to hasten the movement of cooperating forces.

HEADQUARTERS THIRTEENTH ARMY CORPS,
Pass Cavallo, Tex., April 11, 1864.

GENERAL: The two companies of infantry ordered to report on board the *Estrella* and *Zephyr* have not yet done so. You will hasten their movements. They must be aboard before daylight to-morrow morning.

By command of Major-General McClernand:

SAMUEL CALDWELL,
Acting Assistant Adjutant General.

Brigadier-General WARREN,
Commanding First Division.

Report of Major-General McClernand, U. S. Army.

HEADQUARTERS THIRTEENTH ARMY CORPS,
Pass Cavallo, Tex., April 15, 1864.

COLONEL: I am directed by Major-General McClernand to report that the transport *Zephyr*, with two guns, and the gunboat *Estrella*, each with a company of infantry, left here on the 12th instant under orders from these headquarters to sail up Matagorda Bay and gain information respecting the movements of two vessels seen inside the peninsula. On approaching Matagorda Reef the gunboat *Carr* and the armed schooner *Buckhart*, two rebel vessels, were seen on the other side of the reef. Shots were exchanged without any other effect than temporarily to drive the rebel gunners from their guns. Two rebel scouts were seen on the peninsula, who fled upon seeing a party disembark from our vessel. The same evening the *Zephyr* ran down a small sloop on her way from Matagorda city to Port Lavaca, her crew jumping overboard into shallow water and escaping. Next day the *Estrella* and *Zephyr* sailed to Indianola and thence to Olivers Point in Trespalacios Bay, where they captured another small sloop and two small boats and burned still another sloop. All were brought to this landing excepting the burned sloop and turned over to the quartermaster.

Lieutenant-Colonel Sinclair, inspector-general of this corps, commanded the *Zephyr* and Lieutenant-Commander Cooke the *Estrella*. Lieutenant-Colonel Warmoth, of the staff, accompanied the latter.

I am, with great respect, your obedient servant,

SAMUEL CALDWELL,
Acting Assistant Adjutant-General.

Lieutenant-Colonel R. B. IRWIN,
Assistant Adjutant-General.

Report of Rear-Admiral Farragut, U. S. Navy, transmitting report regarding the capture by the U. S. schooner *Rachel Seaman* of the British schooner *Maria Alfred*, April 13, 1864.

No. 140.]

FLAGSHIP HARTFORD,
Off Pensacola, April 27, 1864.

SIR: I have the honor to forward herewith the report of Acting Master Charles Potter, of the *Rachel Seaman*, detailing the circumstances of the capture by that vessel of the British schooner *Maria*

Alfred; on the 13th of April, with an assorted cargo. The vessel was sent by the captors to New Orleans for adjudication. (No. 1.)

Enclosed also is a prize list of the officers and crew of the *Rachel Seaman*.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

[Enclosure.]

U. S. SCHOONER RACHEL SEAMAN,

36 miles south of Mermentau River, La., April 13, 1864.

SIR: I have the honor to inform you that at 11:30 a. m. this day a suspicious looking schooner was discovered from this vessel, steering N. by E., the wind at the time being from the east. I gave chase and sent a boat on board at 1 p. m. She proved to be the British schooner *Maria Alfred*, of Nassau, from Havana, bound to Matamoros, with an assorted cargo.

As her captain (Joseph Williams) did not give a good reason for being found in his present position, and steering in for the coast now in possession of the rebels, I decided in putting an officer and prize crew on board and sent her to New Orleans for adjudication. I herewith enclose muster roll.

I am, very respectfully, your obedient servant,

CHARLES POTTER,

Acting Master, Commanding.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of the Acting Light-House Engineer at New Orleans, regarding the buoys at the entrance to Pensacola Bay.

OFFICE OF LIGHT-HOUSE ENGINEER,

8TH AND 9TH DISTRICTS,

New Orleans, April 13, 1864.

SIR: I have the honor to acknowledge the receipt of your communication of the 9th instant, in relation to the buoys at Pensacola entrance.

The apparent neglect of the aids to navigation in that important place will, I trust, be found on explanation to be due to obstacles beyond the control of this office. In January last a lot of 100 spar buoys were sent out, but instead of being "completely rigged," as the invoice stated, no moorings, chains, or sinkers were sent with them. During last month a lot of 40 iron buoys were received. They are in sections and have to be put together and riveted here. At the time when these buoys were ordered (August, 1863) boiler makers could easily have been obtained, but by reason of the great demand for this class of mechanics, in consequence of the increased number of public and private steamers in these waters, I have thus far failed in all my efforts to get a gang of men to do this work, even at \$3.50 a day and rations. There is now but one iron buoy on hand.

In December last I received information that the Pensacola buoys were displaced, and shortly after Commodore Gibson recommended

Mr. Grinnell as a proper person to be charged with the keeping of the buoys. This recommendation was anticipated by my application to him to give the job to Mr. Grinnell. Shortly afterwards I received through Commodore Bell a letter from Mr. Grinnell, endorsed by you, and referring him to this office; thereupon I wrote you, under date of January 25, of which letter I herewith enclose a copy.

On the occasion of the visit of Admiral Farragut to this city a couple of weeks ago I had the honor to wait upon him and to learn from him that nothing had as yet been done to the buoys, and that it was his desire to have the matter attended to. I informed the admiral that I had just dispatched the schooner *Martha*, Captain Williams, to Pensacola for this purpose. The *Martha* having but few days work to do at the Passes, I calculated that she should have reached Pensacola about the 10th instant. Much to my surprise and regret I received, shortly after receiving your letter of the 9th, information to the effect that the *Martha* was delayed at Pass à l'Outre, in consequence of two of her crew having fallen sick and being sent back to the city. I send to-day two other men to complete her crew, but in consequence of this unforeseen delay and in view of the necessity of taking off a gang of workmen from Chandeleur Island to Ship Island (their work at the former station being supposed to have been accomplished), it becomes now necessary to change my first plan of sending the *Martha* direct from Pass à l'Outre to Pensacola and to let her go first to Chandeleur to take the men to Ship Island, where she is to leave them and then proceed to Pensacola.

This delay will enable me to send, in addition to the spar buoys and appurtenances now on board, some more sinkers and chains and the iron buoys spoken of. I shall now instruct Captain Williams to remain in Pensacola until the work is completed to your satisfaction.

If you deem it desirable that Mr. Grinnell be employed to keep the buoys in order, I shall be happy to agree to any bargain you may see fit to make with him.

Very respectfully, your obedient servant,

M. F. BONZANO,
Acting Light-House Engineer.

Captain THORNTON A. JENKINS, U. S. Navy,
Comdg. 2nd Div. West Gulf Blockading Squadron,
U. S. S. Richmond, Pensacola.

Letter from the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, forwarding information of active blockade running from Tampico, Mexico.

NAVY DEPARTMENT, April 13, 1864.

SIR: I transmit herewith a copy of dispatch No. 11, dated the 2d ultimo, received from the U. S. consul at Tampico by the Secretary of State and communicated to this Department, relative to active movements of blockade runners between that port and the coast of Texas.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Squadron, New Orleans.

Letter from the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, forwarding statement regarding the increase in importation of cotton into England.

NAVY DEPARTMENT, April 13, 1864.

SIR: Transmitted herewith is a statement furnished by Mr. Ed. Atkinson, of Boston, of the imports of cotton into England in 1862 and 1863 from various prominent points. You will perceive that the imports for 1863 nearly treble those of 1862, and that the great bulk and great increase are from the Bahamas, Bermudas, and Mexico, Atlantic ports.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. G. FARRAGUT,
Comdg. Western Gulf Blockading Squadron, New Orleans.

Order of Rear-Admiral Farragut, U. S. Navy, to Acting Master Hamilton, U. S. Navy, commanding U. S. S. Augusta Dinsmore, to perform blockade duty on the coast of Texas and Mexico.

U. S. FLAGSHIP TENNESSEE,
Off New Orleans, April 13, 1864.

SIR: You will proceed off Galveston and report to Captain J. B. Marchand, commanding Third Division West Gulf Blockading Squadron, for duty on the coast of Texas and Mexico. You will then run down to Tampico and cruise between that port and the Rio Grande for blockade runners.

The consul informs me that there are a large number of small vessels running the blockade from the coast of Texas to that port and a short distance above.

Make no captures within less than 6 miles of the land when off the coast of Mexico. You will cruise there until relieved or obliged to enter Galveston for supplies or coal.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Acting Master ALEXANDER HAMILTON, U. S. Navy,
Commanding U. S. S. Augusta Dinsmore.

Order of Rear-Admiral Farragut, U. S. Navy, to Acting Master Tibbits, U. S. Navy, commanding U. S. S. Arizona, to proceed to duty at Sabine Pass.

FLAGSHIP TENNESSEE,
Off New Orleans, April 13, 1864.

SIR: So soon as ready for sea you will proceed with the *Arizona* off Sabine Pass, reporting for blockading duty to the senior officer present and relieving the *Antona*, ordered here for repairs. Report by letter to Captain Marchand.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Acting Master H. TIBBITS,
Commanding U. S. S. Arizona, off New Orleans.

Capture of the schooner Mandoline in Atchafalaya Bay, April 13, 1864.

Report of Acting Volunteer Lieutenant Washburn, U. S. Navy, commanding U. S. S. Nyanza.

U. S. S. NYANZA,
Berwick Bay, April 14, 1864.

SIR: I have the honor to inform you that I yesterday captured the schooner *Mandoline* (with 20 bales of cotton), hailing from Bonfouché [Bonfouca]. Her register says that she belongs to Franklin, La. When captured, she was running out of Atchafalaya Bay, having run out of Vermilion Bay during the night. The schooner had a Confederate register, manifest of cargo, crew list, bill of health, and a military pass. She cleared from the Mermentau River for Tampico and a market. Her papers showing her to be a lawful prize, in my opinion, I have seized her and put a prize crew on board and ordered her to proceed to New Orleans and report to the prize commissioners.

Very respectfully,

S. B. WASHBURN,
Acting Volunteer Lieutenant, Commanding.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Abstract log of the U. S. S. Nyanza, Acting Volunteer Lieutenant S. B. Washburn, U. S. Navy, commanding.

April 13, 1864.—From 4 to 8 a. m.: Steamed down the river into Atchafalaya Bay and proceeded to the westward. At 6:30 a. m. saw a sail ahead; fired starboard forward gun to bring her to. At 7 boarded her, found her to be the schooner *Mandoline*, Bonfouca, from the port of Franklin, La., bound to Tampico, Mexico, with a cargo of 20 bales of cotton; master, David Raggio. Sent Acting Ensign Wilson and 6 men as prize crew on board of her, then proceeded to the westward.

Order of Captain Marchand, U. S. Navy, to Commander Woolsey, U. S. Navy, for the services of the U. S. S. Antona off Galveston.

U. S. STEAM SLOOP LACKAWANNA,
Off Galveston, April 14, 1864.

SIR: On the 19th of this month I will thank you to send the *Antona* to serve temporarily on the blockade of Galveston. I regret the necessity for withdrawing her from Sabine Pass, but we will then be reduced to but three vessels unless she comes.

The *Sciota* broke down and was sent to New Orleans a few days ago; the *Penobscot* is in nearly the same condition, and she will have to leave on the 20th for New Orleans; the *Virginia's* boilers leak, and she will have to lay with fires out for some days to repair, and one of the gunboats will have to take her place at San Luis Pass.

Three steamers, amongst them the *Harriet Lane*, and several schooners are laden and prepared to come out; hence the necessity of having the *Antona* to guard one of the four channels.

Very respectfully, your obedient servant,

J. B. MARCHAND,
Captain, Comdg. 3d Div. West Gulf Blockdg. Squadron, Coast Texas.
Commander M. B. WOOLSEY,
Senior Officer off Sabine Pass,

*Chasing ashore and burning of the sloop Rosina at San Luis Pass,
April 15, 1864.*

Report of Rear-Admiral Farragut, U. S. Navy.

No. 125.]

FLAGSHIP TENNESSEE,
Off New Orleans, April 20, 1864.

SIR: I have the honor to report the destruction by the U. S. S. *Virginia*, Acting Volunteer Lieutenant C. [H.] Brown, commanding, of the sloop *Rosina*, whilst attempting to run the blockade off San Luis Pass.

When first observed, on the morning of the 13th instant, the *Rosina* was running close to the breakers, and upon chase being given she was headed for the beach and ran hard aground.

On account of the heavy sea running no boats could be dispatched to secure the cargo, but on the 15th instant, the wind blowing offshore, two armed boats boarded her, and after taking out her mast, some rigging, and an anchor the vessel was set on fire.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Captain Marchand, U. S. Navy, forwarding report of the commanding officer of the U. S. S. *Virginia*.

U. S. STEAM SLOOP LACKAWANNA,
Off Galveston, April 16, 1864.

SIR: Herewith I send a report from Acting Volunteer Lieutenant Charles H. Brown, commanding the U. S. S. *Virginia*, of the destruction of the sloop *Rosina* on the 15th instant at San Luis Pass.

Very respectfully, your obedient servant,

J. B. MARCHAND,
*Captain, Commanding Third Division West Gulf
Blockading Squadron, Coast Texas.*

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron.

Abstract log of the U. S. S. *Virginia*, Acting Volunteer Lieutenant C. H. Brown, U. S. Navy, commanding.

April 13, 1864.—Off San Luis Pass. At 5 a. m. discovered the schooner to be on fire, also discovered a schooner standing down the beach. Up anchor and stood down toward her, when she was run ashore by her crew. Fired 5 24-pounder shells at her. At 7 came to anchor as near as we could. At 8:30 fired 2 shells at the sloop. At 10 got underway and stood out in 5 fathoms water and anchored. At 11 fired 2 30-pound shells at the sloop. At 12:30 p. m. fired 2 30-pound shells at the sloop; fired 8 12-pound shells. From 4 to 6 p. m.: Fired 8 percussion shells from 12-pounder. From 8 to 12: Heavy lightning, with rain, all this watch. Sloop was the *Rosina*.

Report of Captain Marchand, U. S. Navy, regarding the suppression of traffic between Tampico, Mexico, and the coast of Texas.

U. S. STEAM SLOOP LACKAWANNA,
Off Galveston, April 15, 1864.

SIR: Herewith I have the honor to return the communication from Franklin Chase, esq., consul at Tampico, to you, in relation to illegal traffic between Tampico and the coast of Texas, having taken a copy of it.

At present no vessel can be spared from here to cruise in the track of blockade runners between the two ports, but the vessel which cruises from Pass Cavallo southward to the Rio Grande will be instructed in regard to it.

Very respectfully, your obedient servant.

J. B. MARCHAND,
Captain, Commanding Third Division West Gulf
Blockading Squadron, Coast Texas.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron.

*Stations of vessels composing the West Gulf Blockading Squadron,
April 15, 1864.*

No. 128.]

FLAGSHIP TENNESSEE,
Off New Orleans, April 20, 1864.

SIR: I have the honor to report to the Department the following as the position of the vessels of my squadron on the 15th instant:

Off east end of Santa Rosa Island.—Steamer *Bloomer*; sailing vessel *Charlotte*.

Off Pensacola.—Steamers *Hartford* and *Richmond*; sailing vessels *Arthur*, *W. G. Anderson*, *Kittatinny*, *Potomac*, *J. C. Kuhn*, *Nightingale*; mortar vessels *O. H. Lee*, *Orvetta*, *Sarah Bruen*, *John Griffith*, *Sea Foam*, *Henry Janes*.

Off Mobile.—Steamers *Oneida*, *Sebago*, *Itasca*, *Conemaugh*, *Metacomet*, *Port Royal*, *Pinola*, *Penguin*, *Albatross*, *Kennebec*, *Genesee*, *Seminole*, *Ossipee*.

Off Ship Island.—Sloop of war *Vincennes*.

In Mississippi Sound.—Steamers *Cowslip*, *Narcissus*.

In Lake Pontchartrain.—Steamer *Commodore*; tinclad (No. 42) *Stockdale*; yacht *Corypheus*.

Off New Orleans.—Steamers (repairing) *Octorara*, *Monongahela*, *Aroostook*, *J. P. Jackson*, *New London*, *Gertrude*, *Calhoun*, *Pembina*, *Sciota*, *Arizona* (returned from Cairo), *Granite City* (repairing); tinclads (No. 47) *Elk*, (No. 45) *Wave*, (No. 46) *Tallahatchie*, (No. 48) *Rodolph*, (No. 49) *Carrabasset*; sailing sloop *Portsmouth*; sailing vessels (ordnance) *Fear Not*, (coal) *M. A. Wood*.

At head of the passes in Mississippi River.—Steamer, tinclad (No. 44) *Meteor*.

At mouth of Southwest Pass.—Sailing vessel *Pampero*.

In Berwick Bay.—Steamers, tinclads (No. 41) *Nyanza*, (No. 43) *Glide*.

Off Sabine Pass.—Steamers *Princess Royal*, *Chocura*, *Antona*.

Off Galveston.—Steamers *Lackawanna*, *Kineo*, *Penobscot*, *Kanawha*, *Katahdin*.

San Luis Pass.—Steamer *Virginia*.

Brazos River.—Steamer *Owasco*.

Pass Cavallo.—*Estrella*, and occasionally along the coast to Rio Grande, *Cayuga*.

Bohio, coal vessel, is also off Galveston.

The dispatch steam tugs *Glasgow* and *Jasmine* run between Pensacola and New Orleans.

The steam tugs *Ida* and *Hollyhock* are used in the Mississippi from New Orleans to the mouth.

The dispatch steam vessels *Arkansas* and *Augusta Dinsmore* run between New Orleans and the Texas coast.

The *Tennessee*, on a cruise between New Orleans and the coast of Texas, has just returned.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Commanding West Gulf Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Report of Captain Marchand, U. S. Navy, regarding the blockade of Galveston.

U. S. STEAM SLOOP LACKAWANNA,
Off Galveston, April 16, 1864.

SIR: I have the honor to inform you that on the 13th instant seven deserters from the rebel Army came off to the blockading squadron here. They are all Frenchmen by birth, and represent that they left a small fort on the coast named Mannahassett, located 7 miles southwest of Sabine Pass, with the intention of going to the blockading vessels off that place, but the heavy northerly winds drove them along the coast, and after being sixteen hours at sea reached our vessels here. To-day two other deserters came off from Bolivar Island. They are Irishmen by birth, but neither party brought information of importance.

The term of service of the *Cayuga* on the southern coast having expired, I have ordered her to this place, and on her arrival will send the *Kanawha* to cruise between Pass Cavallo and the Rio Grande.

In a few days I will have the *Virginia* relieved at San Luis Pass by one of the gunboats from this place, in order that she may come here, draw fires, and repair boilers.

By these necessary changes the blockading force will be reduced at this place to three effective vessels, whilst four channels are to be watched, and in order that this, the most important point, may be guarded I have ordered the *Antona* from Sabine Pass to come here, and will detain her until the repairs of the *Virginia* are completed.

Frequently reports of commanding officers of this division are incomplete in relation to the names of vessels taken, destroyed, etc. I have instructed them that when practicable to give the names of all such vessels, that the records of the Navy Department may be complete.

Since writing the foregoing I have seen an intelligent person, captured by the boats of the *Virginia* near San Luis Pass, who for eighteen months past belonged to the signal corps of the rebel Army. His statements, although not new, are confirmatory of those heretofore made by deserters. This prisoner was captured yesterday and had seen an announcement in a Houston newspaper of rebel successes on the Red River in which 3,000 Federal soldiers and 35 cannon were captured. He further represents having seen six cannon, from 32s to 100-pounders, made from the shafts of the *Westfield*.

Very respectfully, your obedient servant,

J. B. MARCHAND,
*Captain, Commanding Third Division, West Gulf
 Blockading Squadron, Coast Texas.*

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron.

Order of Captain Jenkins, U. S. Navy, to Lieutenant-Commander Morris, U. S. Navy, regarding the request of Brigadier-General Asboth, U. S. Army, for an armed launch in Bayou Grand.

U. S. S. RICHMOND,
Pensacola Bay, April 16, 1864.

SIR: With reference to the request of General Asboth to send your launch armed with a howitzer into the Big Bayou [or Bayou Grand], and which I agreed to, it did not occur to me at the moment that it will not do to keep a boat in that vicinity, for the reason that the vessels stationed near the mouth of the Big Bayou have orders to open fire up the whole length of it in case of an attack, either at night or in the day.

I am not satisfied that the navigation of the bayou is such as to warrant hazarding a boat and crew, even if the above objections did not obtain.

If a boat can operate in the bayou, which has its mouth near Fort McRee, I see no objection to your launch being sent there.

Very respectfully,

THORNTON A. JENKINS,
*Captain, Commanding Second Division,
 West Gulf Blockading Squadron.*

Lieutenant-Commander GEO. U. MORRIS,
Commanding U. S. S. Port Royal.

Order of Captain Marchand, U. S. Navy, to Lieutenant-Commander Taylor, U. S. Navy, commanding U. S. S. Kanawha, to proceed to Pass Cavallo as cruising headquarters.

U. S. STEAM SLOOP LACKAWANNA,
Off Galveston, April 17, 1864.

SIR: You will be pleased to proceed with the U. S. gunboat *Kanawha* under your command to the southern part of the coast of Texas.

Pass Cavallo will be considered your headquarters, but you will frequently cruise along the coast from Caney Cr ek to the Rio Grande,

remaining at the latter place two or three days at a time. You will also render such assistance to our land forces as within your power.

The consul-general of the United States (Franklin Chase, esq.) at Tampico represents that blockade running is very active between that place and the Texas coast, particularly to the ports of Velasco and Galveston. It is presumed that those illegal traders, after leaving port, keep for 20 to 30 miles from the southern part of Texas coast; therefore it would be advisable in your cruising to run off that distance from the shore, at intervals, for observation.

Trade with Brownsville has been permitted, under certain restrictions, by proclamation of the President of the United States, dated February 18, 1864, a copy of which you have been furnished, and which will be your guide of action.

Accompanying I send extracts in relation to the blockade off Rio Grande.

A coal vessel is off Pass Cavallo, from which you will draw your supplies, and at the expiration of a month you will please return to this place unless circumstances compel you to remain a longer or shorter period.

It is desirable that you keep the commanding officer at this station informed of events by every opportunity.

Very respectfully, your obedient servant,

J. B. MARCHAND,
*Captain, Commanding Third Division
 West Gulf Blockading Squadron, Coast Texas.*

Lieutenant-Commander B. B. TAYLOR,
Commanding U. S. Gunboat Kanawha.

Report of Lieutenant-Commander Henry, U. S. Navy, regarding the capture of the British schooner Lily off Velasco, Tex.

U. S. S. OWASCO,
Off Velasco, April 17, 1864.

SIR: I have the honor to inform you that I seized as a prize the English schooner *Lily* this morning. At the time of capture she was about 10 miles from this place and bound here.

The captain had no papers and says he does not know what the cargo consists of. I have ordered the officer in charge to take her to New Orleans for adjudication.

I am, sir, very respectfully, your obedient servant,

E. W. HENRY,
Lieutenant-Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Abstract log of the U. S. S. Owasco, Lieutenant-Commander E. W. Henry, U. S. Navy, commanding.

April 17, 1864.—On and off the entrance of Brazos River. At 7 a. m. a strange sail was reported off to the southward and eastward. Gave chase. At 8:10 a. m. came up in range of schooner and fired

a shell from rifle gun; she then hove to. Sent the second cutter along-side of her in charge of Acting Ensign Baker. The schooner proved to be the *Lilly*, from Havana, bound to Brazos. She had no papers on board, and Mr. Baker took charge of her and sent the captain and crew on board of this ship. The schooner had an assorted cargo. Sent on board Acting Ensign Baker with four men to take charge of her and proceed to New Orleans.

Letter from the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, announcing the transfer, by direction of the Secretary of War, of 1,000 seamen for service in the squadron.

NAVY DEPARTMENT, April 18, 1864.

SIR: In reply to an application from this Department for the transfer of 1,000 seamen from the Department of the Gulf to the squadron under your command, the Secretary of War informs me that Major-General Halleck, Chief of Staff of the Army, has been directed to issue the necessary orders.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron, New Orleans.

Capture, by the U. S. S. Owasco, of the British schooners Fanny and Laura, April 19 and 21, 1864.

Report of Lieutenant-Commander Henry, U. S. Navy, regarding the capture of the schooner Fanny, April 19, 1864.

U. S. S. OWASCO,
Off Velasco, April 19, 1864.

SIR: I have the honor to inform you that I seized as a prize this morning the English schooner *Fanny*, from Havana, bound to Brazos River. The captain says he does not know what her cargo consists of, but in the manifest there are 8 packages for General Magruder, of the Confederate service. This, I think, is one of the seven which started for the coast of Texas from Havana. The captain, when asked where he was bound, said "Nowhere in particular." I will send her to New Orleans under charge of Acting Ensign A. P. Gibbs.

I am, sir, very respectfully, your obedient servant,

E. W. HENRY,
Lieutenant-Commander.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron.

Report of Lieutenant-Commander Henry, U. S. Navy, regarding the capture of the schooner Laura, April 21, 1864.

U. S. S. OWASCO,
Off Velasco, April 21, 1864.

SIR: I have the honor to inform you that I captured this morning off this port the English schooner *Laura*, from Havana, bound "Nowhere in particular," though the captain told me afterwards he was

trying to get in here. He said it was his first attempt at running a blockade, and that it was very unfortunate he should be captured. The only papers he had were a register and a list of the crew. He does not know what the cargo consists of. I will send her to New Orleans for adjudication, under charge of Acting Ensign W. L. Titcomb.

I am, sir, very respectfully, your obedient servant,

E. W. HENRY,
Lieutenant-Commander.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron.

Report of Captain Marchand, U. S. Navy, in forwarding the crews of the prize schooners.

U. S. STEAM SLOOP LACKAWANNA,
Off Galveston, April 25, 1864.

SIR: Herewith I send as prisoners the crew of the prize schooners *Fanny* and *Laura*, captured by the *Owasco* on the 19th and 21st instant for attempting to run into Velasco in violation of the blockade, named as follows:

Fanny.—Henry Johnson, John Brown, James Williams, George Lang, William McCormick.

Laura.—Manuel Peter, Manuel Rosnef, Peter Joseph, Frederick Flint, Joseph Rider, Manuel Joseph.

Very respectfully, your obedient servant,

J. B. MARCHAND,
Capt., Comdg. 3d Div. West Gulf Blkdg. Squad. Coast Texas.

Commodore JAMES S. PALMER,
Commanding Naval Forces, New Orleans.

Note.—The above-mentioned crew of the *Fanny* are believed to have run the blockade before.

Abstract log of the U. S. S. *Owasco*, Lieutenant-Commander E. W. Henry, U. S. Navy, commanding.

April 19, 1864.—At 8 a. m. a strange sail reported to the S. and E.; gave chase. At 8:30 fired a shot from the rifle gun and hove her to. Boarded her and brought her captain and crew on board this vessel. She proved to be the *Fanny*, from Havana, bound to Velasco. From 6 to 8 p. m., laying off Brazos River.

April 21.—Off Velasco. From 4 to 8 a. m.: Steaming off and on. At 4:45 a sail reported from the masthead to the southward and eastward; ran for her; set foresail and jib. At 7:45 fired a shell from rifle gun across the schooner's bow. A gunboat astern steering toward us. At 8:10 a. m. fired another shot from rifle gun across the schooner's bow, when she hove to and set English colors. At 8:15 spoke the schooner, which proved to be the schooner *Laura*, from Havana. Sent Acting Master [Thomas D.] Babb on board, who took charge of her and sent the captain and crew on board of this vessel. The captain said he was bound to Velasco.

Report of Acting Rear-Admiral Lee, U. S. Navy, announcing the arrival at Hampton Roads of the U. S. S. Pensacola, en route to New York.

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,
Off Newport News, Va., April 19, 1864.

SIR: The *Pensacola* arrived at Hampton Roads this afternoon and I directed Commander Strong (in temporary command of her) to take in necessary coal and proceed to New York, agreeably to the Department's order of 16th instant.

I have the honor to be, sir, very respectfully, yours,
S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
HON. GIDEON WELLES,
Secretary of the Navy.

Capture of the Mexican schooner Alma, from Matamoras, April 19, 1864.

Report of Rear-Admiral Farragut, U. S. Navy, transmitting additional reports.

No. 139.]

FLAGSHIP TENNESSEE,
Off New Orleans, April 25, 1864.

SIR: I transmit herewith the report of Acting Volunteer Lieutenant C. H. Brown, of the U. S. S. *Virginia*, of the capture of the Mexican schooner *Alma*.

She has been sent to New Orleans for adjudication.

Enclosed is a list of the officers and crew of the *Virginia*.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.
HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Volunteer Lieutenant Brown, U. S. Navy, commanding U. S. S. Virginia.

OFF COAST TEXAS,
U. S. S. Virginia, April 19, 1864.

SIR: I have the honor to report the capture by this vessel of the Mexican schooner *Alma*, from Matamoras, bound ostensibly for New Orleans. As she had not a certified manifest from the American consulate, I took her as a prize to the United States and send her to New Orleans for adjudication.

The nature of her cargo was such as to make it evident that she intended to violate the blockade. It consisted of blankets, bagging, iron hoops for bales, files, writing paper, etc., also some packages of dry goods, directed to persons in Galveston.

Very respectfully, your most obedient servant,

CHAS. H. BROWN,
Acting Volunteer Lieutenant, Commanding U. S. S. Virginia.
HON. GIDEON WELLES,
Secretary of the Navy.

Report of Captain Marchand, U. S. Navy, in forwarding four of the crew and passengers of the prize.

U. S. STEAM SLOOP LACKAWANNA,
Off Galveston, April 20, 1864.

SIR: Herewith I send for your disposition four persons, consisting of the crew and passengers of the Mexican schooner *Alma*, captured by the U. S. S. *Virginia* on the 19th instant, named as follows:

William Lee, pilot and navigator; John Bartee, cook; Nicholas Housardu, Manuel Kodten, seamen.

I also herewith enclose a communication from Acting Volunteer Lieutenant Brown, commanding the *Virginia*, relative to the character of the men.

Very respectfully, your obedient servant,

J. B. MARCHAND,
*Captain, Commanding Third Division
West Gulf Blockading Squadron, Coast Texas.*

Commodore JAS. S. PALMER,
Commanding Naval Forces, New Orleans.

Abstract log of the U. S. S. *Virginia*, Acting Volunteer Lieutenant C. H. Brown, U. S. Navy, commanding.

April 19, 1864.—At 5:30 a. m. got underway for Galveston. At 10:25 came to anchor near the flagship. At 11 got underway and stood down the coast, made all sail. Meridian to 4 p. m.: Standing down the coast. At 2 p. m. saw a strange sail bearing S. by W.; steered for her. At 4:15 p. m. hove to and sent an officer on board the schooner *Alma* from Matamoras to New Orleans. At 9:30 p. m. the prize schooner *Alma* left, in charge of Mr. Philo P. Hawkes, ensign, for New Orleans, with a prize crew of four men.

Order of Captain Marchand, U. S. Navy, to Commander Woolsey, U. S. Navy, regarding a change of duty for the U. S. S. Chocura.

U. S. STEAM SLOOP LACKAWANNA,
Off Galveston, April 20, 1864.

SIR: As the *Chocura* has been on the blockade of Sabine Pass for five months, the admiral desires that she should be employed elsewhere. You will therefore be pleased to send her here, and I will send the *Cayuga* to take her place off Sabine. Until the arrival of the latter the *Penobscot* will assist in the blockade under your command.

Very respectfully, your obedient servant,

J. B. MARCHAND,
*Captain, Commanding Third Division
West Gulf Blockading Squadron, Coast Texas.*

Commander M. B. WOOLSEY,
*Commanding U. S. S. Princess Royal,
and Senior Officer off Sabine Pass.*

Report of Rear-Admiral Farragut, U. S. Navy, regarding operations in Matagorda Bay, Texas.

No. 127.]

FLAGSHIP TENNESSEE,
Off New Orleans, April 20, 1864.

SIR: I have the honor to report to the Department that on the night of the 28th March Lieutenant-Commander A. P. Cooke, commanding the U. S. S. *Estrella*, blockading in Matagorda Bay, discovered a light up the bay and on approaching it found a small schooner on fire, aground, and deserted. Endeavors were made to save the vessel, which, however, proved fruitless. Nine bales of cotton and some loose cotton were taken from her.

I have further to report that on the 6th instant Lieutenant-Commander Cooke made a cruise up the bay, and when off Indianola discovered a schooner and small sloop, both of which he captured, together with four prisoners, all of whom were in the rebel service. These he delivered over to the military authorities, retaining the vessels. The schooner is only of 8 tons burden.

It appears that on the 3d instant the rebels sent a flag of truce to the point near the anchorage of the *Estrella*. On returning from boarding the schooner carrying the flag, the executive officer of the *Estrella* reported that there were several officers of the rebel gunboat *J. F. Carr* on board. The vessel, however, was not detained.

On the 5th instant the same parties came again with a flag of truce on another schooner upon some trivial errand, but went back again immediately, and it was on the following day that Lieutenant-Commander Cooke made the reconnoissance above referred to, in which he captured the schooner last mentioned. Enclosed is his report* of the circumstances, addressed to Captain Marchand (marked No. 1).

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Letter from Captain Drayton, U. S. Navy, to Captain Jenkins, U. S. Navy, regarding affairs on Texas coast.

FLAGSHIP TENNESSEE,
New Orleans, April 21, 1864.

MY DEAR JENKINS: We arrived here early this morning from Texas, where all is right, except the usual amount of breakdowns. There does not really seem to be a healthy engine out here. Marchand looks very well, and is watching for the *Harriet Lane* closely.

The admiral says he will leave here on Saturday, but may be detained until Monday.

There is nothing new to tell you, and with the hope of meeting soon,
I am, yours, most truly,

P. DRAYTON.

Captain T. A. JENKINS,
U. S. S. *Richmond*.

* See p. 169.

Letter from the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, regarding transfer of seamen.

NAVY DEPARTMENT, *April 21, 1864.*

SIR: I transmit herewith a copy of an order issued by the War Department on the 19th instant, directing Major-General Banks to transfer not exceeding 1,000 men from the army under his command to the West Gulf Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Rear-Admiral D. G. FARRAGUT,
Comdg. West Gulf Blockading Squadron, New Orleans.

Report of Rear-Admiral Farragut, U. S. Navy, calling the Department's attention to the disposition of persons captured on blockade-running vessels.

No. 134.]

FLAGSHIP TENNESSEE,
Off New Orleans, April 22, 1864.

SIR: In your letter of February, 1864, to the United States marshal of New Orleans, you directed him to retain all British blockade runners until further orders. On referring to the letter of the honorable Secretary of State, dated July 23, 1863, to Lord Lyons, there appears to be a little discrepancy, as he concedes to Lord Lyons that blockade runners are not to be detained beyond a certain limit. What that limit is I do not know, unless it be the time required to give in their testimony before the court.

I beg, however, to call the attention of the Department to the fact that among these blockade runners are many passengers, some of whom are evidently in the employ of the rebels, and when turned at liberty are free to pursue their mission by way of New York or Havana, as the case may be.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Comdg. West Gulf Blkdg. Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

[Telegram.]

NAVY DEPARTMENT, *April 24, 1864.*

Send the *Tritonia*, *Heliotrope*, *Althea*, and *Cactus* to Rear-Admiral Farragut. He is anxious for them.

GIDEON WELLES,
Secretary of the Navy.

COMMANDANT OF THE NAVY YARD,
New York.

Letter from Brigadier-General Asboth, U. S. Army, to Captain Jenkins, U. S. Navy, regarding affairs in vicinity of Pensacola, Fla.

HEADQUARTERS DISTRICT OF PENSACOLA,
[Fort, Barrancas, April 24, 1864.]

DEAR CAPTAIN: I beg to thank you for your kindness. Mr. Moore's statement confirms all my former information.

The larger portion of the troops concentrated at Pollard, [Ala.], have left [for?], Dalton or Richmond, but yet the number of rebel forces left in our neighborhood is sufficient to enjoin upon us continual vigilance.

I will take pleasure in furnishing you, before evening, copies* of information received.

In haste, very respectfully, your obedient servant,

A. ASBOTH,
Brigadier-General.

Captain JENKINS, U. S. Navy,
Comdg. Second Div. West Gulf Blockading Squadron.

Order of Rear-Admiral Farragut, U. S. Navy, to Captain Marchand, U. S. Navy, that two gunboats be kept in Matagorda Bay.

U. S. FLAGSHIP TENNESSEE,
New Orleans, April 25, 1864.

SIR: As the land forces have been to a large extent withdrawn from the vicinity of your fleet, I desire that two gunboats, if possible, may be kept within Matagorda Bay. The *Granite City*, I suppose, is the only one at your command, excepting the *Estrella*, which can cross the bar.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Comdg. Western Gulf Blkdg. Squadron.

Captain J. B. MARCHAND,
U. S. S. *Lackawanna*, Commanding Blockade off the Coast of Texas.

Order of Rear-Admiral Farragut, U. S. Navy, to Captain Walker, U. S. Navy, to assume command of the entire coast of Texas.

FLAGSHIP TENNESSEE,
Off Mobile, April 26, 1864.

SIR: You will proceed with the U. S. S. *Ossipee* under your command to the blockade off Galveston, Tex., and relieve Captain J. B. Marchand, in command of the Third Division of Western Gulf Blockading Squadron, which will then assume the name of Second Division of Western Gulf Blockading Squadron. Your command will extend along the entire coast of Texas and down to Tampico.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Captain W. M. WALKER, U. S. Navy,
Commanding U. S. S. *Ossipee*.

* Not found.

*Order of Rear-Admiral Farragut, -U. S. Navy, to Captain Marchand,
U. S. Navy, to proceed to duty on the Mobile blockade.*

FLAGSHIP TENNESSEE,
Off Mobile, April 26, 1864.

SIR: As soon as relieved by Captain W. M. Walker of the command of the blockade off coast of Texas, you will proceed with the U. S. S. *Lackawanna* off Mobile and report to Captain T. A. Jenkins, commanding Third Division, or in his absence take charge there.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Captain J. B. MARCHAND,
Comdg. Third Div. Western Gulf Blockading Squadron.

*Order of Rear-Admiral Farragut, U. S. Navy, to Commodore Palmer
U. S. Navy, regarding Confederate mail captured in Mississippi
Sound.*

U. S. S. HARTFORD,
Off Pensacola, April 27, 1864.

COMMODORE: I am informed that a mail captured in Mississippi Sound was sent to you. If so, please turn it over to General Bowen, as it may be of importance to him.

I understand that a regular communication is kept up with New Orleans by the sound and the lower part of the Mississippi River, through boats engaged in the oyster and fishing business; please inform the general of this.

We have captured four boats, three of them with cargoes, only one with letters; the communication is through Louisiana marsh.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Commodore J. S. PALMER,
New Orleans.

*Letter from Rear-Admiral Farragut, U. S. Navy, to the Provost-Marshal-
General at New Orleans, regarding captured letter from General
Beauregard, C. S. Army.*

U. S. S. HARTFORD,
Pensacola, April 27, [1864].

GENERAL: I forward herewith a letter from General Beauregard, captured with others lately in Mississippi Sound, which you may wish to read.

You can exercise your own discretion whether it shall be forwarded to its destination or retained.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

General BOWEN,
Provost-Marshal-General, New Orleans.

Cruising instructions from Captain Walker, U. S. Navy, to Lieutenant-Commander Brown, U. S. Navy, commanding U. S. S. Itasca.

U. S. S. OSSIPEE,
Off Mobile Bar, April 27, 1864.

SIR: With the vessel under your command you will proceed to take the station assigned to you in the annexed programme, and by morning and evening observations, preserve your position with banked fires and under low steam until you shall descry some vessel apparently attempting a violation of the blockade, when you will give chase to her, and on coming up with the stranger you will carefully examine into her character, when, should she clearly appear to be a prize, you will convoy her into Key West by the northwest passage, should the draft admit of your doing so.

On arriving at Key West you will deliver the prize into the custody of the United States district court, and after having made report to the judge and district attorney you will next report to the commanding officer of the Navy at that station. After having made the necessary declaration to the court, and furnished to the prize commissioners the necessary affidavits, you will immediately ask to be discharged by the court, when you will return to this anchorage without delay and report your proceedings. I think it not necessary to specify more minutely the proceedings to be taken by you in case of making a prize, presuming you to be familiar with the laws and regulations established in such cases.

In the event of meeting with national ships you will remember that national ships on the "high seas" recognize no other jurisdiction than that of the government to which they owe allegiance. In the exercise of our belligerent rights you will be careful to associate with firmness the utmost courtesy. On arriving at Key West, should you be in want of coal, you will represent the fact to the commanding officer and request a supply.

Unless sooner recalled you will return to this anchorage on the 16th day of May, leaving your station at 7 a. m. on that day.

I am, respectfully, your obedient servant,

W. M. WALKER,
Commanding Second Division West Gulf Blockading Squadron.
Lieutenant-Commander GEORGE BROWN,
Commanding U. S. S. Itasca.

[Enclosure.]

Offshore stations of Second Division West Gulf Blockading Squadron.

	Latitude.	Longitude.	Vessel.
A	30° 05'	87° 10'	Metacomet.
B	29° 37'	87° 15'	Itasca.
C	29° 29'	87° 42'	Sebago.
D	29° 29'	88° 17'	Penguin.
E	29° 25'	88° 35'	
F	29° 00'	87° 40'	Seminole.
G	29° 06'	87° 10'	Kennebec.
H	29° 26'	87° 46'	Pinola.

Letter from the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, giving information of the departure of Ex-Governor Morehead from Europe.

NAVY DEPARTMENT, *April 27, 1864.*

SIR: I transmit herewith a copy of dispatch No. 169*, dated the 8th instant, received by the Secretary of State from the U. S. consul at London and communicated to this Department, relative to the movements of Ex-Governor Morehead, who is said to have left Europe recently for Richmond, via Mexico, having with him important papers.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Rear-Admiral D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron,
New Orleans, La.

Report of Lieutenant-Commander Wells, U. S. Navy, commanding U. S. S. Galena, transmitting correspondence with the U. S. consul and the governor at Nassau, N. P., in the matter of coaling vessel in that port.

U. S. S. GALENA,
Key West, Fla., April 27, 1864.

SIR: I have the honor to inform the Department that I arrived off the port of Nassau, New Providence, on the night of the 18th, after a passage of eight days from Hampton Roads.

In the morning I dispatched an officer on shore to communicate with the U. S. consul particularly with reference to entering the harbor, with a view of obtaining a sufficient quantity of coal to enable me to reach Key West, Fla., my nearest port.

The governor was informed of all the circumstances by our consul which made it necessary for me to seek the port of a friendly nation, having but three or four tons of coal on board and possessing no sailing power of any consequence unless I could have depended upon fair winds.

After a vexatious delay of two days off the harbor, underway, which reduced my small stock of coal to within a dozen buckets, I received a verbal message from the consul that I could enter the harbor for the purpose I had asked, and, on anchoring, for the first time I received a letter from Mr. Thompson, U. S. consul, and one from the governor of the place; a copy of each I herewith enclose. When I called to see the governor, shortly after my arrival, he impressed me with the idea that he had very reluctantly assented to my coming in on account of the Queen's neutrality proclamation, but had given way to the professional opinion expressed by Captain Preston, R. N., commanding H. B. M. S. *Medea*, that I could not proceed on my voyage without running considerable risk on account of having little or no coal on board, which made it a necessity.

The friendly representations of this officer no doubt influenced the governor in my favor, and he seemed to regret that I had not received a copy of the dispatch he had written to the U. S. consul, so that I

* Not found.

could have been in the port a day sooner. I also obtained his permission to transfer 50 tons of anthracite coal from the American merchant schooner *Typhoon*, which had put into Nassau in distress from being overloaded with coal. This vessel was bound to New Orleans with her cargo for the U. S. naval service. The coal was obtained with the consent also of the agent of the underwriters, so that the expense of purchasing in open market was saved. While at Nassau I fired a national salute of 21 guns, with the English flag at the fore, previously having ascertained from Governor Bayley that it would be returned, as it was, gun for gun. During my three days' stay at Nassau, coaling, I obtained a list of the blockade runners in port, which I enclose. Some of these vessels on my arrival flew the English and rebel flag. I conceived it to be my duty to call the attention of Captain Preston to this, who partially had it stopped, though it was done in one or two instances afterwards, particularly in the case of the rebel merchant steamer *A. D. Vance*, with the rebel flag at the peak, burgee, with her name at the main, and the English flag at the fore, as she passed out of the harbor in the most exulting way amidst the cheers or yells of those on board. As that steamer passed the *Galena* she barely escaped touching her lower boom, but had he done so I should have felt it my duty to have fired into him.

The occasion of the yells on board of the *A. D. Vance* was, I learned afterwards, given to a boat near her filled with rebels and part owners of her cargo, but I considered it nothing more than a mean, contemptible way of insulting this vessel. I was the more exasperated when I saw her dip her flag to H. B. M. S. *Medea*, which returned it, to my great surprise. In my interview with the commander of that vessel, a few hours after the occurrence, I spoke of this matter. He replied that he acknowledged the salute of the *A. D. Vance* just as he would to a man on shore who should raise his hat to him, and that he was indifferent as to which side in the United States would be successful. I then asked him if he acknowledged the rebel flag. He replied, "Yes; as a belligerent." I then put the question to him, if in the case of a blockade-running vessel flying the rebel colors (for by so doing it would be acknowledging the so-called Southern Confederation). I could not obtain from him a decided answer to this question. Myself and some of my officers were on several occasions grossly insulted while on shore by the lower orders. They were, I learned, paid to do this by the rebels on shore. No personal attack was, however, made upon anyone attached to this vessel, but had there been, the law of self-defense would have been strictly carried out. It is but just to say that when I spoke of this matter to the governor, the day on which I left, it met with his strong condemnation, remarking that had I reported the individuals to him he would have had them arrested by the police. The authorities I found were polite and attentive, but I am somewhat afraid that the governor of Nassau is inclined toward the rebel cause, as he not only very reluctantly assented to my coming in the harbor, but manifested no little impatience (as I ascertained unofficially) at my remaining as long as I did, three days, although every dispatch had been made. When I called to take leave of him he remarked that he hoped that he had not appeared discourteous in hurrying us off, and he trusted he would have the pleasure of seeing us again under more favorable circumstances. He also said that he had received other instructions than those contained in the Queen's neu-

trality proclamation about belligerent vessels of our nation which were so binding in their character that he could not exercise any discretion, having done so in one case, for which he was censured by his Government.

I could not help telling him that if I had received his letter before anchoring in the harbor I would have endeavored to have reached some place on the banks where I could have remained until an opportunity should have offered for communicating with Key West, though I was nearly out of coal and had but a few days' supply of fresh water on board. He then read to me from a dispatch from his Government endeavoring to show how completely he was bound down to a literal compliance with his orders, which I did not see in the same light that he did. To Captain Preston I am therefore indebted for the permission I received to enter the harbor of Nassau, for had he expressed himself adversely I believe that the governor would not have complied with my request. My passage from Hampton Roads contained nothing of special interest except chasing a blockade runner when about the longitude of Wilmington, near the outer edge of the Gulf Stream, on the 12th instant. Finding that I could not possibly overtake her, she being very fast and steaming dead against the wind and sea, I was obliged, in the course of a few hours, to abandon the chase. This steamer, the *Anna*, arrived at Nassau a few days before us. She had run out of Wilmington with some 400 bales of cotton. The steamer *A. D. Vance*, the Nassau people say, is the regular merchant vessel under the flag of the so-called Southern Confederation, and has been a very successful blockade runner.

I have, in order to show the unfriendly spirit of Governor Bayley toward the United States, thought proper to send a copy of my correspondence with him and others at Nassau.

The *Galena* arrived this morning from Nassau, having left on the evening of the 23d. Her consumption of coal, full steaming, is 16 tons. So far, under the most favorable circumstances, using sails and wind fair, her maximum speed is about $8\frac{1}{2}$ knots, and should the wind and sea be ahead it is reduced to 4 and 5 knots.

I am, very respectfully, your obedient servant,

C. H. WELLS,

Lieutenant-Commander, U. S. Navy.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosures.]

U. S. S. GALENA,

Off Nassau, New Providence, April 18, 1864.

MY DEAR SIR: I am very much surprised to hear from the officer I sent on shore to communicate with you on the subject of taking in a sufficient quantity of coal to enable me to reach Key West that the authorities hesitate about granting permission.

The Queen's proclamation expressly states that a vessel of war of the United States can take in coal to carry such vessel to the nearest port of her own country. A copy of the section I herewith enclose.

The U. S. S. *Galena* was delayed by head winds on her passage from Hampton Roads, which I did not anticipate at this season of the year, and as a matter of course necessity has obliged me to make the nearest port to obtain enough coal to carry me to Key West. I have but one

or two tons left, hardly sufficient to keep this vessel underway; besides I depend on coal for distilling purposes, so that I may be fairly in the condition of a vessel that has been obliged by stress of weather to seek the port of a friendly nation.

I feel assured that a proper representation of the facts to the governor will remove the difficulties of the case.

I am, very respectfully, your obedient servant,

C. H. WELLS,

Lieutenant-Commander, U. S. Navy, Commanding U. S. S. Galena.

Mr. THOMPSON,

U. S. Consul, Nassau, New Providence.

U. S. CONSULATE,

Nassau, New Providence, Bahamas, April 19, 1864.

SIR: I have the honor to acknowledge the receipt of your letters of yesterday and to-day, and to state in reply that his Excellency the governor has informed me by a dispatch through the colonial secretary that if the commander of the *Galena* states that he is proceeding straight to Key West, and is not about to cruise in this neighborhood, his Excellency is quite willing to allow him to take in 50 tons of coal, as his Excellency is assured by Captain Preston, R. N., is the quantity required and sufficient to take the vessel to Key West.

He further states that he does not wish this to be considered as a precedent for future acquiescence. I will forward to his Excellency a copy of your letter, as you request.

I have the honor to be, sir, very respectfully, your obedient servant,

W. CHAS. THOMPSON,

Acting U. S. Consul for Nassau and Dependencies.

Hon. CLARK H. WELLS,

*Lieutenant-Commander of the U. S. S. Galena,
Off Nassau Bar and Harbor.*

P. S.—Allow me to add to the above that the absence of my servant and my own ignorance of the localities hereabouts have prevented my sending a pilot up to this time.

I enclose the name and titles of myself and his Excellency, as you request.

GOVERNMENT HOUSE,

Nassau, April 19, 1864.

SIR: I have the honor to acknowledge the receipt of your letter dated April 19. On the understanding that you intend to proceed direct to Key West, I have no objection to allow of your taking in 50 tons of coal, which I am informed is the quantity required to carry you to that port.

From the enclosure in your letter I infer that Acting U. S. consul, Mr. Thompson, did not transmit to you a copy of the more recent instructions conveyed in the Duke of Newcastle's dispatch of 13th January, 1864, which, in my opinion, restricts the occasions on which belligerent vessels may be permitted to anchor here to cases of more urgent necessity than that which I understand has constrained you to resort hither. However, I have allowed myself to give you the

benefit of the very slight doubt which attaches to the interpretation of these instructions, and to permit you to take in the quantity of coal which I have specified above. But as I am by no means sure that this course will be approved by her Majesty's Government, I would guard against being supposed to establish as a precedent a decision which it may ultimately appear it was the intention of her Majesty's ministers to prevent me from giving. You are of course aware of the general provisions of the proclamation of March, 1861, to which any belligerent man-of-war becomes liable on entering this port.

I have the honor to be, sir, your most obedient, humble servant,

C. J. BAYLEY,
Governor.

Captain WELLS, U. S. NAVY,
[U. S. S.] *Galena, etc.*

U. S. S. GALENA,
Off Nassau Harbor, April 19, 1864—11 a. m.

MY DEAR SIR: Last evening I was told by my executive officer that I had permission to enter the harbor in the morning about 10 a. m. It is now an hour after that time, and yet no pilot has made his appearance. What is the matter?

This course I consider inexplicable. The letter which I sent you last evening, I would like you to send a copy of to the governor. That gives a faithful condition of matters on board of my vessel.

I am, very respectfully, your obedient servant,

C. H. WELLS,
Lieutenant-Commander, U. S. Navy.

Mr. THOMPSON,
U. S. Consul, Nassau, New Providence.

U. S. S. GALENA,
Harbor of Nassau, New Providence, April 19, 1864.

SIR: Having understood from the U. S. consul that it would be necessary to have a permit from you to obtain the amount of coal I require to carry me to Key West, Fla., I respectfully request that you will grant that permit, so that I may take the coal from one of the two United States merchant vessels now in the port of Nassau.

These vessels I learn put into Nassau in distress, one from being overloaded and the other with the loss of her masts. Their coals are for the use of the United States service, and being of the quality I use—anthracite—it would be to the interests of the Government of the United States that I should obtain it in this way, for I presume there would be no infraction of the Queen's neutrality proclamation by allowing this transfer of coal under existing circumstances.

I herewith enclose a copy of my letter to Mr. Thompson, U. S. consul, showing the reasons which made it necessary for me to seek this port, which I trust will remove the difficulties of the case.

I am, very respectfully, your obedient servant,

C. H. WELLS,
Lieutenant-Commander, U. S. Navy.

His Excellency Governor BAYLEY,
Nassau, New Providence.

List of Confederate and blockade running vessels at Nassau, April 21, 1864.

1st. A large side-wheel steamer, painted black, two low fore-and-aft masts without topmasts, a fast sailer, one white smokestack, no bowsprit.

2d. A three-masted propeller, called the *Greyhound*, nearly new, painted light lead color, with red streak; has three fore-and-aft masts, and wears the Confederate flag; about 400 tons; a fast sailer.

3d. Steamer with no name in sight, about 800 tons; two low masts, fore-and-aft rig; has two smokestacks, one forward of the wheels and one aft; has a large house on deck; side-wheels painted lead color.

4th. A lead-colored steamer, large vessel, 2 black pipes, 2 low fore-and-aft rigged masts, flush deck, side-wheels.

5th. A large side-wheel steamer, walking beam, promenade deck, side-wheel, painted white; evidently a New York river built boat; about 800 tons; no name visible; one pipe painted white. P. S.— Steamer No. 5 is the *Young Republic*; was originally the *Conqueror*; built near New York; went to Matanzas and ran between that place and Havana. It is said that another like her was sent from New York to Cuba and she is now expected here.

6th. A low-built, long, fore-and-aft rigged black steamer, 2 pipes standing opposite, painted red, side-wheel, about 300 tons.

7th. A very fine three-masted propeller, painted black, with red streak; has yards on foremast, 2 red pipes close together, standing fore and aft.

8th. Steamer *A. D. Vance*, carrying the Confederate flag at the peak; is a large side-wheel steamer, two masts, fore-and-aft rigged, 2 pipes, round stern.

9th. Steamer *Anna*, square stern, two red pipes, two fore-and-aft rigged masts, side-wheel, small house aft; ship painted lead color; carries a Confederate flag.

10th. A large lead-colored, side-wheel, two-piped steamer, red bottom, iron boat; two fore-and-aft rigged masts; a fast and splendid vessel; square stern.

11th. Square stern, two-pipe steamer, painted lead color, pipes athwart, two masts fore-and-aft rigged; has a bowsprit and is about 600 tons.

12, 13, 14, 15. Steamers of about 200 tons, propellers, none of them having names in sight and looking alike; 2 masts, painted lead color, hull, one pipe, two of them deep, apparently ready to leave.

C. H. WELLS,

Lieutenant-Commander.

U. S. S. GALENA,
Nassau, April 22, 1864.

MY DEAR SIR: I could not think of leaving Nassau without thanking you for the many acts of courtesy I have had extended me by yourself during my brief visit. I shall not fail to communicate them to the Secretary of the Navy, and to let him know that if it had not been for your friendly interference I should probably not have been allowed to anchor in the harbor of Nassau, although necessity obliged me to seek shelter in the nearest friendly port in consequence of running very short of coal and having no sailing power of any importance unless I could have depended upon fair winds.

I must also thank you for prohibiting blockade runners from making use of the flag of your nation in connection with the rebel flag, though I learned this morning that a steamer passed out with the English flag at the peak and the rebel flag at the fore. This was the act of those on board in defiance of your orders.

With the exception of several insults I have received on shore from the rabble, when in company with you, and which met with your strong condemnation, and which happened to some of my officers also, particularly the other night when I sent a boat in charge of an officer after the one stolen from this vessel by three deserters, he was grossly insulted by some person standing on the deck of a blockade runner, who wanted to know, "What the d——d Yankee son of a b——h wanted near his vessel," I have nothing to complain of. I shall therefore carry away with me some agreeable impressions of Nassau.

I am naturally sensitive, as you have doubtless perceived in my several conversations with you, in all that pertains to the honor, dignity, and glory of the flag of the United States.

Wishing you long life, health, and promotion,
I remain, sincerely, yours,

C. H. WELLS,
Lieutenant-Commander, U. S. Navy.

Captain PRESTON, R. N.,
Commanding H. B. M. S. Medea.

ROYAL NAVY STEAMER MEDEA,
Nassau, April 22, 1864.

MY DEAR SIR: In answer to your letter of this morning I must thank you for your kind wishes, and assure you it has been a pleasant duty to me as the commander of the ship here to offer you those little attentions that were in my power. I can not, however, admit that you are indebted to me for obtaining permission to bring your ship in here to coal. His excellency the governor gives or withholds permission to belligerent vessels of war to enter the port as he deems it his duty to do, in compliance with his instructions from the supreme Government. He asked me for my opinion professionally, as a naval officer, as to whether it was a case of real necessity that your vessel should be allowed to come in here for coal, and my opinion being that it was he gave an affirmative reply to your request.

I should not consider myself deserving of blame, from you had my opinion been different, and I can not think I am in any way deserving of your thanks concerning it now.

I regret that the negro men and women should have shouted low epithets after us ashore, but considering who the aggressors were I imagine that, like myself, you were but momentarily annoyed by their abuse. I am sorry that anybody on board a ship in this port should have made use of improper language to the officer and crew of your boat, particularly as it was on board an English vessel that the man was who used it.

I can not find any authority to prevent English merchant vessels displaying foreign ensigns at their foremast-head, but should I find it to be illegal I shall in this case recommend the punishment of the

offender, as it may be reasonably supposed to have been done for annoyance.

I have expressed my opinion to one of the vessels about it, and until the vessel you speak of went out to-day there has been no instance since your arrival in port of an English ship hoisting at the fore the flag used by the Confederate States.

I remain, dear sir, yours, faithfully,

D'ARCY S. PRESTON.

Report of Captain Marchand, U. S. Navy, regarding the arrival of the U. S. S. Augusta Dinsmore off Galveston in damaged condition.

U. S. STEAM SLOOP LACKAWANNA,
Off Galveston, April 28, 1864.

SIR: I regret to inform you that the *Augusta Dinsmore* arrived here this morning with her rudder so much damaged as to render her difficult to steer. I will send her at once to New Orleans, but I anticipate a long passage if the weather should become bad.

Permit me to renew the request for coal to be sent without delay to this place and to Sabine Pass and Pass Cavallo as soon as possible. Should fuel not reach here soon, the vessels will have to go to New Orleans for it.

Very respectfully, your obedient servant,

J. B. MARCHAND,

Captain, Comdg. 3d Div. West Gulf Block. Squad., Coast Texas.

Commodore JAMES S. PALMER,
Commanding Naval Forces, New Orleans.

Order of Rear-Admiral Farragut, U. S. Navy, to Acting Volunteer Lieutenant Giraud, U. S. Navy, to cruise for blockade runners.

FLAGSHIP HARTFORD,
Off Pensacola, April 28, 1864.

SIR: Proceed to sea and cruise for blockade runners in a southerly direction from Mobile and about 60 miles distant.

When your coal is nearly expended, return to this place, where you will receive further orders.

Very respectfully.

D. G. FARRAGUT,
Rear-Admiral.

Acting Volunteer Lieutenant PIERRE GIRAUD, U. S. Navy,
Commanding U. S. S. Tennessee.

Instructions from Rear-Admiral Farragut, U. S. Navy, to Chief Engineer Williamson, U. S. Navy, in the matter of vessels of the squadron under repair at the Pensacola navy yard.

FLAGSHIP HARTFORD,
Off Pensacola, April 28, 1864.

SIR: You will, upon the arrival of each vessel of the Western Gulf Blockading Squadron from sea at this port, repair on board and exam-

ine the state of her engines and boilers and receive the report of the engineer in charge as to the work required to be done while in port, and if you agree with him you will direct him to submit his requisition for repairs to his commanding officer, and when approved by him it will be sent to me for my approval, and then taken by the engineer in charge to the commandant of the navy yard; but nothing is to be done at the machine shop without the knowledge of the commandant and master machinist. To the latter you will explain all the details of the work to be done, and from time to time look after the work on board the vessel to see that it progresses as fast as possible and in a workmanlike manner. If there is any fault to be found in any particular, you will make known the fact first to the master machinist and then to me; but you have nothing to do with the shop, except as above directed.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Chief Engineer THOM WILLIAMSON, U. S. Navy,
U. S. S. Hartford.

Letter from Major-General Banks, U. S. Army, to Rear-Admiral Farragut, U. S. Navy, requesting additional vessels in the Red River.

ALEXANDRIA, LA., April 28, 1864.

ADMIRAL: Admiral Porter's fleet is above the rapids and can not fall below on account of the low stage of the water. There are but few boats between Alexandria and the mouth of the river. It is desirable that you should send such boats as can navigate the river for the purpose of keeping open our communications. The enemy threaten this line in considerable force. I beg your immediate attention to this subject. Our situation is in nowise embarrassing, except that the fleet is detained above the rapids, and the movements of the army are dependent upon its relief. The army is in excellent spirits and condition and fears nothing. The enemy is reported in force about us, and it is quite probable that we may have a general engagement within a few days, for which we are fully prepared.

N. P. BANKS,
Major-General, Commanding.

Admiral FARRAGUT, or
OFFICER COMMANDING FLEET AT NEW ORLEANS.

P. S.—I am unable to suggest the number of boats or their draft. They should, however, be of sufficient strength to vindicate our possession of the river.

Report of Rear-Admiral Farragut, U. S. Navy, requesting the Department to define his error in questions of international law discussed in correspondence with Vice-Admiral Milne, R. N.

No. 141.]

FLAGSHIP HARTFORD,
Off Pensacola, April 29, 1864.

SIR: I have the honor to acknowledge the receipt of your communication, dated April 7, with its enclosure, relative to the dispatch of Sir Alexander Milne.

I am glad if there was anything in my letter calculated to produce evil effects that it was not sent to that officer. I am always ready to submit to the better judgment of the Department in such cases, but I certainly have not been able to see wherein the Department differs materially from me on the three points raised by Sir Alexander Milne, in reference to which my reply, in substance, was as follows:

First. That we claim the right of capturing ships for having carried contraband of war, after the contraband has been actually landed in a blockaded port, at any time during the return voyage.

Second. That we do not capture ships in Mexican or other neutral waters.

Third. That we do not claim the right to seize a neutral ship lying within 3 leagues of the coast of Texas, irrespective of any question of blockade or contraband, with the proviso, however, that she is on a bona fide voyage from one neutral port to another, but if there are suspicious circumstances in the case, even when her papers may be apparently fair, such as being out of her course and in close proximity to a blockaded coast, she can be seized and sent in for adjudication, the court to determine the legality of the seizure.

I have not been able to perceive the difference between the instructions contained in the Department's communication to the Secretary of State and my letter to Admiral Milne, nor wherein further difficulty or misunderstanding could have ensued had my reply been forwarded to that officer; nor do I see any justification for Sir Alexander Milne's demand that the points raised in his communication should be conceded and orders given to the vessels of my squadron, when it seems clear that international law is against him.

I have, however, caused copies of your letter to the Secretary of State to be printed and distributed among the commanding officers of the vessels of my squadron for their guidance, but I should be pleased to know from the Department wherein I have erred in my letter to Sir Alexander Milne, and in what points I am in conflict with the law as laid down in the Department's communication to the Secretary of State.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Order of Rear-Admiral Farragut, U. S. Navy, to Commander LeRoy, U. S. Navy, transmitting dispatch for Captain Walker, U. S. Navy, removing him from the command of the Mobile blockade and annulling his orders.

FLAGSHIP HARTFORD,
Off Pensacola, April 30, 1864.

SIR: You will proceed with the *Oneida* off Mobile, and if you find Captain Walker there deliver to him the enclosed dispatch. Should you fall in with any of the vessels belonging to the Second Division, or Mobile squadron, you will inform the commanding officers that it is my orders that they proceed immediately to their stations off the bar as heretofore and that they are to consider the orders of Captain

Walker as annulled in every particular. Should you not fall in with Captain Walker, you will, so soon as you have a light vessel to spare, send her out to the distance indicated in his order to the other vessels (a copy of which is herewith enclosed) and direct the commanding officer to say to him that it is my orders that he repair to Pensacola to await my further orders.

You will also direct the commanding officers of all the vessels as they fall in with each other to say that it is my order that they return to their stations off Mobile, and that the order of Captain Walker is annulled.

The *Albatross* and *Tennessee* may remain in the offing, and when the senior officer thinks he can spare one or two of the light fast vessels from the inshore he can put them in the offing.

Very respectfully,

[D. G. FARRAGUT],

Rear-Admiral, Commanding West Gulf Blockading Squadron.

Commander W. E. LEROY,

U. S. S. Oneida, off Pensacola.

[Enclosure.]

U. S. S. HARTFORD,

Pensacola, April 30, [1864].

SIR: To my surprise, I learned from the commander of the *Rachel Seaman*, which arrived here on the 28th, that he only found two small gunboats off Mobile. I could not account for this most extraordinary desertion of the bar and the exposure of two small gunboats to the hazard of being destroyed by the enemy's force, which is so very superior.

On the 29th, at about noon, the *Itasca* arrived for coal; not from off Mobile, but a cruise on the coast. Upon getting Lieutenant-Commander Brown's orders I was astonished to find that you had not only withdrawn the vessels from Mobile Bar, but that you had presumed to issue orders directly contradictory to mine, assuming to yourself the right to send the vessels of my squadron to Key West, with their prizes, etc.—a liberty I would not take except under the most pressing necessity.

The whole order, when it is considered that I, the commander-in-chief of the fleet, am within three hours' run of your station, is an assumption of authority unprecedented, and which I certainly did not expect from an officer of your long service and intelligence. In fact, there appears to be no consideration for anything but capturing the blockade runners, totally ignoring the fact that the great object of the Government is to prevent the egress of the ironclads and other gunboats, with the first to force an entrance into the Mississippi and Pensacola, and with the others to prey upon our commerce.

The capturing of the blockade runners, although important as crippling the enemy in the sinews of war, is nevertheless of little consideration as compared with the close blockade of the port, to prevent ingress and egress of vessels of war.

You will, on the receipt of this, repair to this port and await my further orders.

Very respectfully,

D. G. FARRAGUT,

Rear-Admiral.

Captain W. M. WALKER, U. S. Navy,

Commanding Second Division of Western

Gulf Blockade Squadron.

Order of Rear-Admiral Farragut, U. S. Navy, to Lieutenant-Commander Brown, U. S. Navy, annulling instructions from Captain Walker, U. S. Navy.

FLAGSHIP HARTFORD,
Off Pensacola, April 30, 1864.

SIR: You will proceed off Mobile Bar and blockade as heretofore, and consider your order from Captain Walker as annulled in every particular.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral, Commanding Western Gulf Blockading Squadron.
Lieutenant-Commander GEORGE BROWN,
Commanding U. S. S. Itasca.

Letter from Major-General Banks, U. S. Army, to Commodore Palmer, U. S. Navy, commanding at New Orleans, urging the need of additional vessels in the Red River.

ALEXANDRIA, LA., *April 30, 1864.*

SIR: Since writing my letter to the admiral (or to yourself, as commanding the fleet at New Orleans), I have had an interview with Admiral Porter. He expresses a strong desire that such boats as can be spared may be sent to the Red River. The tinclads that lately have been sent down can be used to advantage. I hope, myself, that you will send some strong boats. It is not impossible that the navigation of the river may be severely contested. We are in good condition and the best possible spirits.

N. P. BANKS,
Major-General, Commanding.

Commodore PALMER,
Commanding Fleet at New Orleans.

Capture of the schooner Judson, off Mobile Bar, April 30, 1864.

Report of Lieutenant-Commander de Krafft, U. S. Navy, commanding U. S. S. Conemaugh.

U. S. S. CONEMAUGH,
Off Mobile Bar, May 2, 1864.

SIR: I have the honor to report that on the morning of the 30th of April, 20 miles east of Mobile Bar, I captured the schooner *Judson*, L. H. Thompson, master, from Mobile, having run the blockade of that port the evening before, with a cargo consisting of 40 bales of cotton.

Eleven of these were on account of the rebel Government and consigned to C. J. Helm, at Havana.

The *Judson* was furnished with complete Confederate papers, and at the time of capture was under the American flag.

She has been sent, with her papers and necessary witnesses, to New Orleans for adjudication.

I enclose herewith a list of the officers and crew of this vessel, as required. No other vessel was in sight at time of capture.

I am, with great respect, your obedient servant,

J. C. P. DE KRAFFT,
Lieutenant-Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant-Commander de Krafft, U. S. Navy, commanding U. S. S. *Conemaugh*.

U. S. S. CONEMAUGH;
Off Mobile Bar, April 30, 1864.

SIR: I have to report that at daylight this morning a small schooner was discovered bearing about east, and apparently beating up for this anchorage. At about 7 o'clock she was observed to bear away to the south and east, when the *Conemaugh* gave chase, and at 9 p. m. came up with and captured the schooner *Judson*, 20 miles east of Mobile Bar, no other vessel being in sight.

The captain, L. H. Thompson, master, reports that he ran the blockade at Mobile last night through the Swash Channel. His cargo consists of 40 bales of cotton (17,832 pounds); his papers are all in due form, and clearance for Havana, 11 bales being on Confederate account.

The captain, with his crew of three men, one of them claiming to be a partner, all claim to be good Union men and glad to get out of Mobile.

Captain Thompson reports several other vessels ready to run the blockade, the steamer *Denbigh* having gone out upward of a week ago, also that a buoy is placed about 100 yards west by south of the end of the sand spit under Fort Morgan, and that between this buoy and the western channel bank of the main channel are placed 60 torpedoes about 50 yards apart, leaving the only clear channel way into Mobile Bay under the sand spit at Fort Morgan, and not over 100 yards wide. This information is derived from persons on board the steamer employed in placing the torpedoes. He confirms the reported burning of the camels intended to be used in getting the *Tennessee* over the bar, and that this vessel has returned to Mobile. He reports a double row of obstructions, consisting of piling and sunken vessels, in Dog River, and that the high-pressure ram *Baltic* has been twice down to the lower bay.

I have myself seen the *Baltic* once in sight from the blockading fleet.

I shall send the captured vessel and papers to New Orleans unless otherwise directed by Captain Walker.

Very respectfully, your obedient servant,

J. C. P. DE KRAFFT,
Lieutenant-Commander.

Rear-Admiral D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

Letter from Lieutenant-Commander de Krafft, U. S. Navy, to the judge of the U. S. district court at New Orleans, forwarding captured papers.

U. S. S. CONEMAUGH,
Off Mobile Bar, April 30, 1864.

SIR: I have the honor to report the capture this day of the schooner *Judson*, 16 $\frac{1}{2}$ tons burden, from Mobile last night, with clearance from Havana, having on board 40 bales (17,832 pounds) of cotton.

This vessel was discovered at daylight, bearing east, apparently beating up for the anchorage. At 7 a. m. she was discovered to bear away to the south and east, whereupon the *Conemaugh* gave chase, and at 9 a. m. came up with the *Judson*, heading for Pensacola, to which place the captain said he was going and where he had sent his family two weeks ago.

On being hailed and asked where he was from, he replied "Mobile," cargo consisting of cotton.

At the time of capture the vessel bore from Mobile Bar about east, distance 18 miles, no other vessel being in sight.

I send herewith the master, L. H. Thompson, and Warren D. Gerror, whom he claims as his partner; also all the writings and papers found on board.

The master, L. H. Thompson, frankly admits that he ran the blockade last night through the Swash Channel, and that 29 bales belong to himself and partner; the remainder, 11, being on account of the Confederate Government.

I am, respectfully, your obedient servant,

J. C. P. DE KRAFFT,
Lieutenant-Commander.

Judge of U. S. DISTRICT COURT,
New Orleans.

[Enclosure:]

List of papers found on board of schooner Judson and sent to judge of U. S. district court New Orleans.

1. Bill of lading of 12,306 pounds cotton, consigned to Rafeal Penst, Santa Maria, Cuba.
2. Bill of lading of 5,526 pounds cotton, consigned to Colonel C. J. Helm, Havana, Cuba.
3. Bill of health from Spanish consul at Mobile to Spanish authorities at Havana.
4. Manifest of cargo.
5. Clearance.
6. Manifest of cargo.
7. Register.
8. Shipping articles and crew list.
9. Military pass, C. S. A.
10. Crew list.

Escape from Galveston of Confederate steamers Harriet Lane, Isabel, and Alice (or Matagorda), loaded with cotton, April 30, 1864.

Memorandum from papers of Rear-Admiral Farragut, U. S. Navy.

U. S. FLAGSHIP TENNESSEE,
Off New Orleans, April 5, 1864.

I will, as far as in my power lies, aid and assist the owners of the cotton to secure the same, provided the vessel *Harriet Lane* is delivered up in good faith by running out to the fleet and showing a light as soon as beyond the guns of the enemy.

We will deliver up the cargo to the special agent of the Treasury Department, or the owners, as the law may require, retaining, however, the vessel for the Government.

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

The schooners *Elias Pike* and *Cavallo* will be received on the same conditions as above set forth in the case of the *Harriet Lane*.

D. G. F.

Report of Rear-Admiral Farragut, U. S. Navy, regarding applications for permission to run cotton out from enemy's ports.

No. 109.]

U. S. FLAGSHIP TENNESSEE,
Off New Orleans, April 9, 1864.

SIR: Much embarrassment arises in the many applications now made to me to run cotton out of the enemy's ports in conformity with the construction put by the applicants upon the "Additional Regulations" of January 26, 1864, for commercial intercourse with insurgent States.

Some of the applications are of a very novel character, and my desire to get hold of the vessels referred to may, I fear, induce me to go beyond what the Department may deem the intention of the law. For example, an individual has informed me that if I will receive and conduct to New Orleans the *Harriet Lane*, with her cargo of cotton, that he will guarantee to run her out to the blockade, provided that I will secure to him the cotton she has on board. Another has offered to me to run out of Mobile the *Morgan* and the *Gaines*, gunboats loaded with cotton, in the same way, in all cases paying to the Government the regular dues and fees. I was informed by one of these men that the *Clifton* might have been had on the same terms.

All this, I am informed, arises from a resolution of the rebel Government to dispose of those vessels nonironclads, with a view to depending entirely on the ironclads where they are necessary, and investing, according to their law, one-third of the proceeds of the cargo for the benefit of their Government. I would be pleased to learn the views of the Department on this subject.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Endorsement.]

Admiral Farragut will make such arrangements in the cases herein referred to and in similar cases, should any occur, as, in his judgment, may best promote the public interest.

W.

Letter from Rear-Admiral Farragut, U. S. Navy, to Captain Marchand, U. S. Navy, regarding a proposed strategy for securing the steamer *Harriet Lane* and her cargo.

Confidential.]

FLAGSHIP TENNESSEE,
Off New Orleans, April 11, 1864.

SIR: It has been reported to me that the *Harriet Lane* is ready for sea and about to run the blockade, and by certain strategy she can be had in the following manner:

The part owner is a loyal man, residing in this city, and he engages to give up to us the *Harriet Lane* and two schooners and will deliver over the vessels' cargoes to the special agent of the Treasury Department at New Orleans, the vessels only to be retained by the United States and the captors.

I have therefore to direct that when a man accompanied by a woman comes to you to communicate with the shore at _____ [illegible], you will send a flag of truce on shore to deliver the enclosed letters addressed to the consuls of France, etc.

Another man, whose name the woman will give you, will meet the boat on shore; you will simply inform him that she is on board and he will come on board to see her, and then the arrangement for running out the *Harriet Lane* will be made.

You will require her, and the schooners also, to show a light the moment she is outside the range of the enemy's batteries as an evidence of [illegible] directly to the blockading fleet. If, on the other hand, the vessels make the slightest effort to pass the blockade, you will seize them and send them in as prizes.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Captain [J. B. MARCHAND].

Report of Captain Marchand, U. S. Navy, stating the difficulty of executing the proposed instructions.

U. S. STEAM SLOOP LACKAWANNA,
Off Galveston, April 14, 1864.

SIR: I have the honor to acknowledge the receipt of your communication in relation to sending into Galveston a boat with flag of truce.

A difficulty presents itself in carrying out your instructions, as, by the rebels' understanding of an arrangement made by them with Commodore Bell in February, 1863—now in force, a copy* of which I herewith send—boats from our vessels with flags of truce are to go at or near the tripod beacon east of Fort Point, where communication would be held with them, and that, should such boats pass beyond the designated

* See series 1, volume 19, p. 836.

place, a blank cartridge as warning would be fired, to be followed by hostile demonstration if the boat proceeded. The tripod beacon referred to is still standing in shoal water near the bar, and at a distance of about $2\frac{1}{2}$ miles from the enemy's forts, east of the town of Galveston.

If necessary, I will endeavor, however, to carry out your instructions by sending a fast pulling boat from the beacon, which possibly may be enabled to reach the land.

Very respectfully, your obedient servant,

J. B. MARCHAND,
Captain, Comdg. 3d Div. West Gulf Blockdg. Squadron, Coast Texas.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron.

Letter from the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, granting liberty of judgment in disposing of propositions relating to cotton.

NAVY DEPARTMENT, April 26, 1864.

SIR: I have received your No. 109 in reference to the frequent applications that are made to you to run cotton out of the insurgent ports.

You are at liberty to make such arrangements in the cases specially referred to, and in any other like cases should they arise, as, in your judgment, may best promote the public interest.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Rear-Admiral D. G. FARRAGUT,
Comdg. West Gulf Blockading Squadron, New Orleans.

Report of Captain Marchand, U. S. Navy, announcing the escape of the blockade runners.

U. S. STEAM SLOOP LACKAWANNA,
Off Galveston, May 15, 1864.

SIR: Herewith I have the honor to send a Galveston newspaper of the 3d instant, announcing the departure of three steamers on the night of the 30th ultimo, which steamers were the *Harriet Lane*, *Isabel*, and *Alice*, formerly *Matagorda*.

Very respectfully, your obedient servant,

J. B. MARCHAND,
Captain, Comdg. 3d Div. West Gulf Blockdg. Squadron, Coast Texas.

Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron.

Report of Rear-Admiral Farragut, U. S. Navy, transmitting additional reports.

No. 184.]

FLAGSHIP HARTFORD,
Western Gulf Blockading Squadron, off Pensacola, May 16, 1864.

SIR: I have nothing to communicate to the Department except that, as I feared would be the case, the parties in Texas intended to

defraud the parties in New Orleans in relation to the *Harriet Lane*. That vessel and three others ran out of Galveston on the night of the 30th ultimo, and Lieutenant-Commander Irwin, who saw her, chased her, but, as you will perceive by this report, did not give the signal or fire at her, and next morning found himself among four blockade runners and unable to catch any one of them.

I believe they all got safely to Havana.

I inclose his report of the affair (No. 1), as well as that of Captain J. B. Marchand (No. 2).

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Comdg. West Gulf Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Report of Captain Marchand, U. S. Navy, transmitting report of the commanding officer of the chasing vessel.

U. S. STEAM SLOOP LACKAWANNA,
Off Galveston, May 5, 1864.

SIR: I regret to inform you that the *Harriet Lane*, which had been sold by the rebel Government to T. W. House, of Houston, Tex., and which had had her masts and guns taken out, escaped from Galveston Bay on the night of the 30th ultimo, laden with cotton.

The early part of that night was dark, squally, and rainy, and to prevent her escape the blockading vessels were as usual close to different entering channels, the extreme of those channels being 8 or 9 miles. The *Owasco* was off Bolivar Island [Peninsula?] Passage, the *Arizona* and *New London* at the Cylinder Channel, the *Lackawanna* at the side of, and the *Kineo* at, the Main Ship Channel, and the *Katahdin* at the South West Channel.

From 8 to 10 o'clock that night the darkness was so great that from the central position of this ship the *Arizona*, *New London*, and *Kineo* only could be seen. About the latter hour a few discharges of heavy guns were heard to the southward and westward, nearly in the direction of the *Virginia*, which was blockading San Luis Pass, on the coast below, but I could not entertain the suspicion that any vessels attempted to violate the blockade of this place until the following morning, when it was seen that the *Harriet Lane* and two other steamers were no longer at their usual anchorage, and at the same time observed that the *Katahdin* was not in sight, having left in the night without making the preconcerted signal to enable me immediately to place another vessel at her station. [It was thought that]* the *Harriet Lane* and the other vessels escaped through the Southwest Channel, keeping close to Galveston Island, in which is 7½ feet water, whereas from information received the *Harriet Lane's* draft was 9 feet, and she could only pass out at the Main Ship Channel.

Had it been known to a certainty that those vessels had escaped, two or more of the blockading vessels, especially the *Lackawanna*,

* Inserted from correction furnished by Captain Marchand, May 28, 1865.—COMPILER.

would have gone in pursuit. When the *Harriet Lane* was not visible in the morning, it was thought that she might again have been run up Galveston Bay beyond sight, where she had been concealed for some months after her capture by the rebels, as a ruse, to induce the principal blockading vessels to go in pursuit, leaving the channel but partially guarded; nor did I learn, and that through deserters, that she had actually gone to sea until the forenoon of the 2d instant.

The Southwest Channel had been considered an important one, and to its blockade would have been added the *New London*, which lately arrived; but a few days previously the rebels had planted a buoy leading to the Cylinder Channel, giving the impression it would be used, as being wider and less intricate; hence the *New London* was stationed there.

On the morning of the 3d instant the *Katahdin* returned. Her commander reported that he had left his station between 8 and 9 o'clock p. m. of the 30th instant, in chase of a vessel running out, whether a steamer or sailing vessel was not known to a certainty, owing to the darkness of the night; and that at daylight the following morning four blockade-running steamers were in sight. He chased the *Harriet Lane* until 4 o'clock in the afternoon of 1st instant, when she ran out of sight, being about 25 miles from the western coast of Louisiana, and then followed the *Alice* until after dark close into the same coast, when she also was lost to sight.

Herewith I have the honor to send the report of Lieutenant-Commander Irwin, of the *Katahdin*, relating to the occurrence, and a diagram showing the position of the blockading vessels on the evening of the 30th ultimo.

Very respectfully, your obedient servant,

J. B. MARCHAND,

Captain, Comdg. 3d District West Gulf Blockdg. Squadron.

Rear-Admiral D. G. FARRAGUT.

Report of Lieutenant-Commander Irwin, U. S. Navy, commanding U. S. S. *Katahdin*.

U. S. S. KATAHDIN,
Off Galveston, May 3, 1864.

SIR: I have the honor to submit the following report of the unsuccessful chase of the steamers *Harriet Lane* and *Matagorda*:

At 9:15 p. m., April 30, while at anchor off Galveston, blockading the Southwest Channel, discovered a large steamer passing rapidly inshore of and very close to us, moving to the southward and westward. Believing it to be a light-draft steamer, because it is not supposed that others can use the Southwest Channel, I slipped the cable and stood after her, but before we could get sufficient headway to turn she had disappeared in the darkness. I would have instantly made a signal to you if it had been possible to see anything a half mile to the northward and eastward, and the nearest station is 2 miles from where I was anchored. At no time after dusk could I distinguish any one of the blockading fleet, although I endeavored to do so to get their bearings. At the time the steamer passed us, a dense rain squall was passing between this vessel and the rest of the

fleet, and it had just reached this vessel. The steamer that dashed past us was just clear of it, or she could not have been seen one hundred yards from us. If I had fired a gun it would have drawn you away from the Main Ship Channel, and it would have given the *Harriet Lane* a fine chance to escape by that channel, the only one that it was believed she could use. As soon as I lost sight of the steamer I determined to cross her track and to make every effort to capture her. I believed her to be the *Matagorda*, and knew that she was slow. I then shaped the course seaward, and at 10:30 sighted the steamer again and fired four shell at her to bring her to, but did not succeed in stopping her. We again lost sight of her. I then shaped our course to intercept her in the morning, and at daylight, May 1, in latitude $28^{\circ} 23' N.$, longitude $94^{\circ} 16' W.$, discovered a steamer bearing east. Stood for her and made sail in chase. In a very short time I found that we were gaining rapidly on her. At 5:30 a. m. discovered the smoke of three other steamers, all burning soft coal or wood. At 6 a. m. made out the chase to be the *Harriet Lane*; gained on her rapidly until 8 a. m., when the wind drew rapidly ahead and I was forced to take in sail. The *Harriet Lane* then commenced to gain on us (for she had us at the worst point for a medium-powered propeller), and her captain changed his course with every change of wind, so as to keep it a head wind for us. At 9 a. m. we were steering N. E. and the wind was N. E. At this time a large steamer crossed our bows, running an E. S. E. course. This steamer I recognized as the *Matagorda*. She passed about 4 miles ahead of us. At 10 o'clock the *Harriet Lane*, still gaining on us rapidly, the *Matagorda* bearing from us E. S. E., determined to make a dash for her under all sail, and if successful I intended to take soft coal from her to enable me to keep up steam and to make her join in the chase of the *Harriet Lane*. I would have lashed alongside of her, steering after the *Harriet Lane*, until I had taken coal from her to answer my purpose. I kept off for her under all sail, but her captain brought his vessel head to wind immediately. That course brought him across our bows and in long range. I immediately opened fire with the Parrott rifle, but could not stop him. I then took in all sail again and stood after both steamers, steering N. E. At 11 a. m. the wind moderated and we gained rapidly on the *Matagorda*, and she commenced throwing overboard her deck load of cotton; kept on firing at her until all of our Parrott shell were expended. At this time we were within 2,500 yards of her. We now fired Hotchkiss and Schenkle shell at her, every one of which turned end over end and proved to be perfectly useless as projectiles. There was a short head sea, which destroyed the accuracy of the aim, or we should have disabled the *Matagorda*. At 1:15 p. m., when we were within 2,500 yards of the *Matagorda*, the wind freshened suddenly and she commenced gaining on us rapidly. The *Harriet Lane* was at this time distant about 12 miles and bearing two points on our starboard bow. The wind again lulled and we gained rapidly on the *Matagorda*; kept on after her, hoping that the *Harriet Lane* would run off again on her course for Havana and allow this vessel to get to windward of her; but at a few minutes past 2 p. m. she finally disappeared, bearing E. N. E. We were heading N. E. at the time and the wind was N. E. Kept on in chase of the *Matagorda*, as we were gaining rapidly on her at this time, hoping to capture her and take from her enough coal to

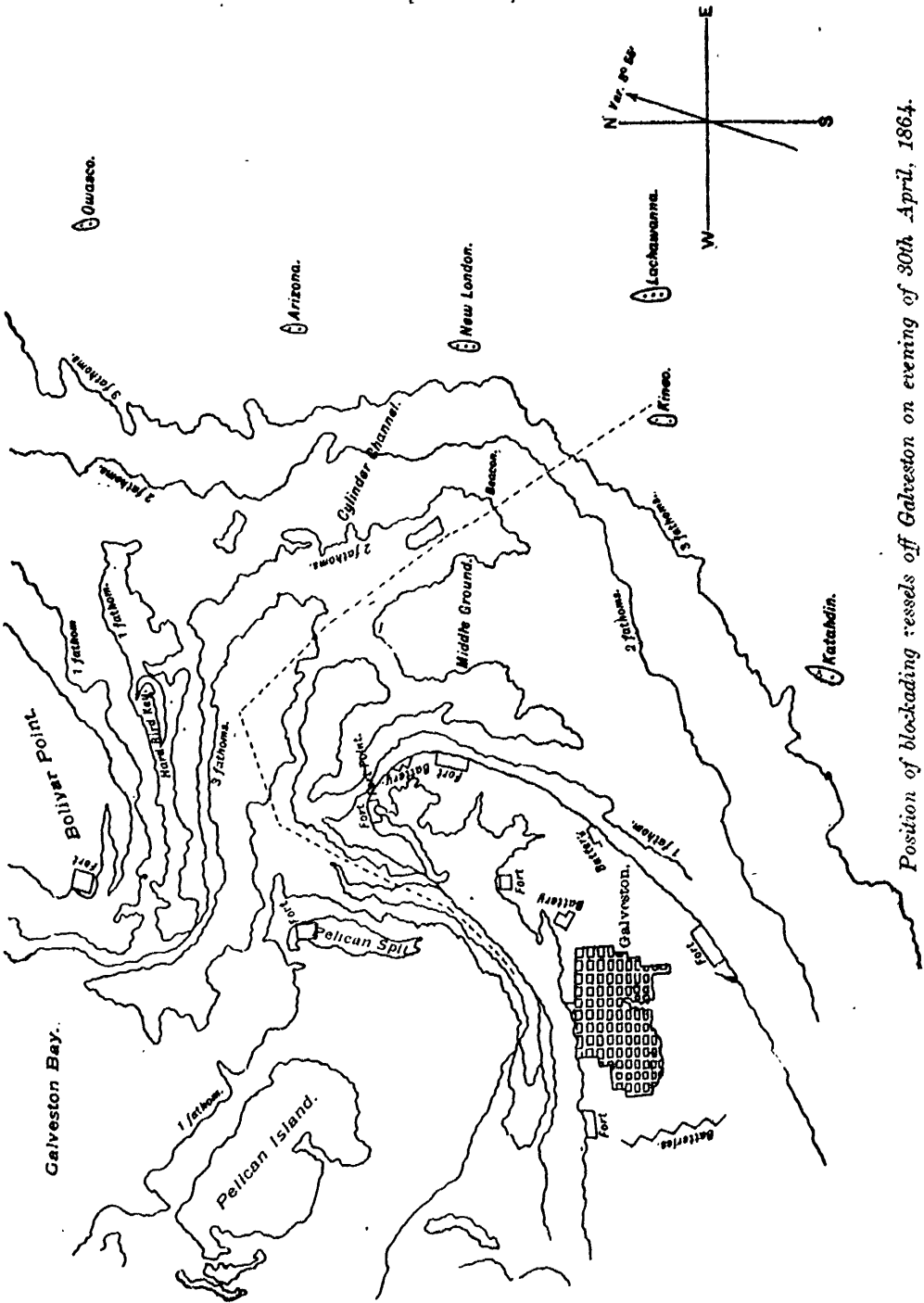
enable me to make a fresh effort to intercept the *Harriet Lane*. Until 6 p. m. the wind varied in force and direction, but did not change more than a point either way, and we gained or lost ground as the wind freshened or lulled. At 6 p. m. we were again gaining rapidly and were running for Bayou Mermentau, on the west coast of Louisiana. I determined to force her captain to run her on shore and destroy her if I could but keep her in sight. At 8 p. m., when within 5 miles of Bayou Mermentau, lost sight of the *Matagorda*. The early part of the night was again very dark, and unfortunately for us there were large swamp fires near the mouth of the bayou. They emitted dense volumes of smoke, and as we neared the land it was impossible to see anything, although every glass in the vessel was in use. I now determined to make a final effort to intercept the *Harriet Lane* or, failing her, the *Matagorda*. I stood off to seaward again under sail and steam to cross their track in the morning; kept on at full speed until after broad daylight May 2, but saw nothing. I would have kept on after the *Harriet Lane* to intercept her before she could reach Havana, but unfortunately we had but 15 tons of coal left, and that of very poor quality, and the distance was 600 miles. I was reluctantly compelled to abandon the chase to the eastward, but ran so as to cross any possible course either vessel might have taken on her way for Havana. I was not fortunate enough to sight either vessel, and I had barely coal enough left to get back to my station. I enclose a chart, with all of the positions and courses marked, so that all of the incidents of the chase will be perfectly clear to you. With a fair wind, or even in a calm, this vessel could certainly have captured both steamers; but this vessel can not be driven over $7\frac{1}{2}$ knots against an ordinary head wind. In the endeavor to keep up steam we used what little soft coal we had, all of our firewood and lumber, and all of our pork and tar. We made an average of 82 revolutions of the propeller. Nothing but the repeated changes in the force and direction of the wind saved those steamers from capture. It is a bitter mortification to me to have to report a failure, but I need not assure you that no effort was spared to enable me to report a success. The captains of the *Harriet Lane* and the *Matagorda* showed good judgment in the management of their vessels, for they never gave me a chance to get to windward of them from the time of the first change of wind. During the chase we compelled the *Matagorda* to throw overboard at least 300 bales of cotton, for we had counted 248 bales at 1 p. m., and we passed a great many afterwards. The highest speed of the *Harriet Lane* and *Matagorda* is not over 9 knots, and they can not average over $8\frac{1}{2}$ knots for twelve hours. The *Harriet Lane* is the faster of the two against a head wind, and that is the only difference in their speed.

I have the honor to be, very respectfully, your obedient servant,

JOHN IRWIN,
Lieutenant-Commander.

Captain J. B. MARCHAND, U. S. Navy,
Comdg. 3d Div. West Gulf Blockading Squadron,
U. S. S. Lackawanna, off Galveston, Tex.

[Enclosure.]



Position of blockading vessels off Galveston on evening of 30th April, 1864.

Report of Captain Marchand, U. S. Navy, making correction to previous report.

U. S. S. LACKAWANNA,
Off Mobile, May 28, 1864.

SIR: In my report to you of the 5th instant, in reference to the escape of the *Harriet Lane* from Galveston Bay, I stated that the *Harriet Lane* and the other vessels escaped through the Southwest

Channel. It should read "It was thought that the *Harriet Lane* and the other vessels escaped through the Southwest Channel."

Very respectfully, your obedient servant,

J. B. MARCHAND,
Captain.

Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron.

Letter from Rear-Admiral Farragut, U. S. Navy, to Captain Marchand, U. S. Navy, censuring the commanding officer of the U. S. S. *Katahdin*.

U. S. S. HARTFORD,
Pensacola, May 13, 1864.

SIR: I received with great regret the report of Lieutenant-Commander Irwin of the chase of the *Harriet Lane* and *Alice*, as it is evident to me that your ship, or almost any vessel on the blockade, would have caught them both, and his reasons for not firing a gun or burning a light "that you might have been induced to leave the channel unguarded" are inadmissible, as you were the proper judge of such propriety.

It turned out, as I feared it would, that the parties only wished to have the chances to escape, but I will have no more such arrangements. They will hereafter be all prizes when taken.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Captain J. B. MARCHAND,
U. S. S. Lackawanna, Commanding 3d Division, off Texas.

Letter from Rear-Admiral Farragut, U. S. Navy, to Lieutenant-Commander Irwin, U. S. Navy, commanding U. S. S. *Katahdin*, censuring him for dereliction in duty.

U. S. S. HARTFORD,
Pensacola, May 13, 1864.

SIR: I have received the report of your chase of the steamers *Harriet Lane* and *Alice*, and I regret to say that I attribute the escape of those vessels to your not firing a gun and burning lights to give notice to the squadron of their running out. That you were afraid it would draw Captain Marchand from his station was not a proper reason for so great a dereliction of duty, as he was the proper person to judge of the propriety of leaving the channel unguarded and not you.

It is evident that if the *Lackawanna* had chased, both the steamers would, in all probability, have been captured, and the blockade have escaped further rebuke of the Navy Department.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral, Comdg. Western Gulf Blockading Squadron.

Lieutenant-Commander JOHN IRWIN, U. S. Navy,
Commanding U. S. S. Katahdin.

Letter from the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, imputing blame to the commanding officer of the U. S. S. *Katahdin*.

NAVY DEPARTMENT, *June 8, 1864.*

SIR: The Department has received your No. 184 and enclosures, relative to the escape of the *Harriet Lane* and three other vessels from Galveston on the night of the 30th of April last.

The blame apparently rests upon Lieutenant-Commander John Irwin, of the *Katahdin*, in not giving the concerted signal. Let that be as it may, it can not but be looked upon as a miserable business when six good steamers, professing to blockade a harbor, suffer four vessels to run out in one night.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Rear-Admiral D. G. FARRAGUT,
Comdg. Western Gulf Blockading Squadron, New Orleans.

Letter from Major-General Smith, C. S. Army, to Major-General Magruder, C. S. Army, regarding the running out from Galveston of vessels loaded with cotton.

HEADQUARTERS TRANS-MISSISSIPPI DEPARTMENT,
Shreveport, La., January 23, 1864.

GENERAL: In the reply to your letter of the 6th allusion was made to your plan as presented of using the prize vessels *Harriet Lane*, *Clifton*, bark *Cavallo*, and revenue cutter *Dodge* for the purpose of exporting cotton and securing the arms from Vera Cruz. In my answer the ground was taken that such procedure as you proposed would be an assumption of authority, more properly taken, if assumed at all, by the commanding general on the spot, fully cognizant of all the facts, as also the necessities of the military service. My attention has been called to the fact that as the appearance of these vessels in a foreign port prior to recognition of our nationality might involve their seizure, their sale now by the Confederate States marshal under a decree of the admiralty court would prevent the Government from obtaining their value, and it would therefore be better, in order to prevent a sacrifice, to have them purchased by some foreigner selected by the cotton office to represent the Government, and your project to get arms might then be carried out through Lieutenant-Colonel Hutchins, who is very desirous of serving you, and, with his associates, is perfectly competent to manage this description of business.

It is believed that 1,200 or 1,500 bales of cotton, judiciously handled, would pay for the guns and give us the means to purchase other things, and thus obviate the necessity of ultimately furnishing 8,000 or 9,000 bales to Mr. House, as is intimated in your letter might be required. It must appear clear to you that if this business can be managed at all it can be better managed through enlightened shipping merchants, such as compose the cotton board, than through Mr. House. It would certainly be much less expensive and would reduce the responsibility incident to an irregular procedure, if backed up and supported by trusted agents of the Government, who have the confidence of the authorities at Richmond. The expenses to be incurred by Messrs. House & Co. in such an enterprise, if undertaken by them,

can not be accurately estimated here; but it is not difficult to see that if they ultimately get possession of 9,000 bales of cotton, as computed by you, and have permission to export it to England, its value will be, at the current price in Liverpool, 60 cents per pound—say \$300 per bale—\$2,700,000, which would purchase in our money, at the present gauge in Houston, \$67,500,000.

If not asking too much, do me the favor to discuss this matter with Mr. James Sorley, who indicates in his letter a very high appreciation of yourself personally. He may discover great inaccuracy in the foregoing reasoning; but, if not tasking too much the time due your military matters, I desire that you investigate the results of this enterprise through the agency of some good business man and, if possible, reach the merits of the case.

I am, general, very respectfully, your obedient servant,

E. KIRBY SMITH.

Major-General J. B. MAGRUDER.

Report of Major-General Magruder, U. S. Army, forwarding report for the Secretary of War.

HEADQUARTERS ARMY OF ARKANSAS,
In the Field, Near Monticello, Ark., September 29, 1864.

GENERAL: I have the honor to enclose a report to the Secretary of War on the subject of the *Harriet Lane*. etc. Please lay it before General Smith and then forward to Richmond. It is important that it should not fall into the hands of the enemy.

I am, general, very respectfully, your obedient servant,

J. BANKHEAD MAGRUDER,
Major-General, Commanding.

Brigadier-General BOGGS,
Assistant Adjutant-General.

[Enclosure.]

HEADQUARTERS DISTRICT OF ARKANSAS,
In Field, Monticello, September 29, 1864.

SIR: I have the honor to acknowledge the receipt of your letter of the 1st of August, 1864, in regard to the steamer *Harriet Lane* and her cargo of cotton.

I beg leave in reply to submit the following statement: By my orders some 16,000 stand of arms, which had been released in our favor by the French at Vera Cruz in the spring of 1863 had been concentrated at Havana.

Before any steam blockade runners had entered our harbors in Texas, I, finding that the *Harriet Lane* and other ships captured by me were useless as cruisers at sea, and after the building of the forts useless for the defense of the harbors, placed their guns in the forts, and having the arms above mentioned at Havana, which could only be procured by sending the cotton or specie for them, I proposed to General Kirby Smith, commanding the Trans-Mississippi Department, to send out these ships loaded with cotton, and to sell the ships and their cargoes for the purpose of buying these arms and a fast steam blockade runner, with which to bring in these arms. General

Smith informed me that I could send them out in this way on my own responsibility. It was so obviously right that I did not hesitate a minute. The ships were lying useless, rotting, and in danger from the enemy. The arms were absolutely necessary, and we would at that time procure them in no other way than by sending cotton or specie abroad with which to purchase them. The Government had no cotton. Arrangements were made by me with Mr. T. W. House, a merchant of Houston, Tex., who advanced the cotton, paying the freight, and, to save the ships on their arrival in a foreign port from the danger of a successful claim by the U. S. consul, they were passed through a prize court and were sent abroad as the property of a private individual, being as such protected by the Spanish authorities.

Captain Robert B. Scott, as special agent of the Government, was sent out, and was kept in ignorance of the real ownership of the *Harriet Lane* (the only ship yet out), and Mr. C. J. Helm, Confederate States agent at Havana, was not informed of the transaction, lest he might be called upon in a Spanish court as a witness to testify as to ownership, and the claim of the United States be thus allowed.

Mr. Helm is still in ignorance, and should remain so until the ships are disposed of.

The U. S. consul did claim the *Harriet Lane* on her arrival at Havana, but in consequence of these prudential arrangements she has not been given up.

The plans, contracts, papers, etc., were all arranged on full consultation with the C. S. district attorney, Mr. George Mason, and with the approval of the cotton office, Lieutenant-Colonel W. J. Hutchins, Mr. James Sorley, C. S. depositary; Mr. B. A. Shepherd, and Mr. Ball, of the firm of Ball, Hutchings & Co., Houston, Tex., being the members who compose what is called the cotton office for the District of Texas, etc., and which is under the exclusive control of General Smith.

The details of the transaction were arranged by Brigadier-General J. E. Slaughter, then chief of my staff, and these gentlemen, after full and frequent consultation.

If these ships and their cargoes get out, we shall at once be able to pay for the arms, and if these arms can then be run in successfully, incalculable benefit will result to this department.

So far we have been successful with the *Harriet Lane*. The others may be equally fortunate. We lost one, the *Clifton*, which, striking on the bar at the entrance to Sabine Pass, was burned by us.

It may be proper to state that the *Harriet Lane* was condemned as a cruiser by Commander Barney, C. S. Navy, sent to command her, and was therefore turned over by the Navy Department to the War Department.

I have not thought it prudent to send you an account of these transactions for fear that the papers might fall into the possession of the enemy while being taken across the Mississippi River, and the information might lead to the seizure of these vessels by the U. S. Government.

I have the honor to be, very respectfully, your obedient servant,
J. BANKHEAD MAGRUDER,

Major-General, Commanding District of Arkansas.

[The SECRETARY OF WAR,
Richmond, Va.]

Letter from Rear-Admiral Farragut; U. S. Navy, to Major-General Reynolds, U. S. Army, referring to the delay in forwarding arms to Pensacola.

U. S. S. HARTFORD,
Pensacola, May 1, 1864.

DEAR GENERAL: I avail myself of this occasion to drop you a line on the subject of our last conversation. First, I find that notwithstanding all we said about the arms being sent to General Asboth, not a musket or a saber has ever been received by him, and he has 500 men waiting for arms, as heretofore stated.

My supply vessel has brought down a paymaster with \$2,000,000 for the army, and I suppose will be quarantined, although the captain informs me that there is no truth in the fever being at Pensacola or Key West, but I let the vessel go to the river, as I was not willing to risk so much money in the small mail boat. Do let me know if you have anything cheering from the army, for everything appears to be going wrong with us.

Very respectfully and truly, yours,

D. G. FARRAGUT,
Rear-Admiral.

Major-General [J. J.] REYNOLDS,
Commanding New Orleans.

Stations of vessels composing the West Gulf Blockading Squadron, May 1, 1864.

FLAGSHIP HARTFORD,
Off Pensacola Navy Yard, May 3, 1864.

SIR: I have the honor to report to the Department the following as the disposition of the vessels of my squadron on the 1st instant:

Name.	Station.	Class.
Bloomer.....	Off east end of Santa Rosa Island.....	Steamer.
Charlotte.....	do.....	Sailing vessel.
Hartford.....	Off Pensacola.....	Steamer.
Richmond.....	do.....	Do.
Arthur.....	do.....	Sailing vessel.
W. G. Anderson.....	do.....	Do.
Kittatinny.....	do.....	Do.
Potomac.....	do.....	Do.
J. C. Kuhn.....	do.....	Do.
Nightingale.....	do.....	Do.
O. H. Lee.....	do.....	Mortar vessel.
Orvetta.....	do.....	Do.
Sarah Bruen.....	do.....	Do.
John Griffith.....	do.....	Do.
Sea Foam.....	do.....	Do.
Henry Janes.....	do.....	Do.
Ossipee.....	Off Mobile.....	Steamer.
Oneida.....	do.....	Do.
Sebago.....	do.....	Do.
Itasca.....	do.....	Do.
Conemaugh.....	do.....	Do.
Metacomet.....	do.....	Do.
Pinola.....	do.....	Do.
Penguin.....	do.....	Do.
Albatross.....	do.....	Do.
Kennebec.....	do.....	Do.
Genesee.....	do.....	Do.
Seminole.....	do.....	Do.
Tennessee.....	do.....	Do.
Vincennes.....	Off Ship Island.....	Sailing sloop.
Port Royal.....	Mississippi Sound.....	Steamer.
Cowslip.....	do.....	Do.
Narcissus.....	do.....	Do.
Pampero.....	Mouth of South West Pass.....	Sailing vessel.
Nyanza (41).....	In Berwick Bay.....	Steam tinclad.
Glide (42).....	do.....	Do.

Stations of vessels composing the West Gulf Blockading Squadron May 1, 1864—Continued.

Name.	Station.	Class.
Wave.....	Calcasieu.....	Steam tinclad.
Granite City.....	do.....	Steamer.
Princess Royal.....	Sabine Pass.....	Do.
Cayuga.....	do.....	Do.
New London.....	do.....	Do.
Lackawanna.....	Off Galveston.....	Do.
Owasco.....	do.....	Do.
Katahdin.....	do.....	Do.
Kineo.....	do.....	Do.
Arizona.....	do.....	Do.
Bohlo.....	do.....	Sailing vessel (coal).
Virginia.....	San Luis Pass.....	Steamer.
Chocura.....	Brazos River.....	Do.
Estrella.....	Pass Cavallo.....	Do.
Kanawha.....	Along the coast to Rio Grande.....	Do.
Commodore.....	Lake Pontchartrain.....	Do.
Stockdale.....	do.....	Steam tinclad.
Corypheus.....	do.....	Yacht.
Monongahela.....	Off New Orleans (most of them undergoing repairs).	Steamer.
Octorara.....	do.....	Do.
Aroostook.....	do.....	Do.
J. P. Jackson.....	do.....	Do.
Gertrude.....	do.....	Do.
Calhoun.....	do.....	Do.
Pembina.....	do.....	Do.
Sciota.....	do.....	Do.
Antona.....	do.....	Do.
Penobscot.....	do.....	Do.
Tallahatchie (No. 46).....	do.....	Steam tinclad.
Elk (No. 47).....	do.....	Do.
Rodolph (No. 48).....	do.....	Do.
Carrabasset (No. 49).....	do.....	Do.
Portsmouth.....	do.....	Do.
Fearnot.....	do.....	Sailing sloop.
M. A. Wood.....	do.....	Sailing vessel (ordnance).
Meteor.....	do.....	Sailing vessel (coal).
		Steam tinclad.

The dispatch steam tugs *Glasgow* and *Jasmine* run between Pensacola and New Orleans.

The steam tugs *Ida* and *Hollyhock* are used in the Mississippi from New Orleans to the mouth.

The dispatch steam vessels *Arkansas* and *Augusta Dinsmore* run between New Orleans and the Texas coast. These two latter vessels are now in New Orleans repairing.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Comdg. Western Gulf Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Letter from Rear-Admiral Farragut, U. S. Navy, to Commodore Palmer, U. S. Navy, regarding order issued to Lieutenant-Commander Gillis, U. S. Navy.

FLAGSHIP HARTFORD,
Off Pensacola, May 1, 1864.

COMMODORE: I have ordered Lieutenant-Commander J. H. Gillis, just arrived by the *Union*, to report to you for the command of the tinclad which I directed you to send to Lake Pontchartrain.

He will be the senior officer in command there.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Commodore J. S. PALMER,

Commanding First Division, off New Orleans.

Order of the Secretary of the Navy to Captain Alden, U. S. Navy, commanding U. S. S. Brooklyn, to proceed to duty in the West Gulf Squadron.

NAVY DEPARTMENT, *May 2, 1864.*

SIR: Proceed with all practicable dispatch with the U. S. S. *Brooklyn* to the Gulf of Mexico and report to Rear-Admiral D. G. Farragut for duty in the West Gulf Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Captain JAMES ALDEN, U. S. Navy,
Commanding U. S. S. Brooklyn, New York.

Report of Lieutenant-Commander de Krafft, U. S. Navy, regarding proposed Confederate operations in the Passes of the Mississippi River.

U. S. S. CONEMAUGH, *May 2, 1864.*

SIR: I have to report that L. H. Thompson, late master of the prize schooner *Judson*, informs me that there is now fitting out at Mobile, an expedition consisting of 60 men and three boats for the purpose of operating about the Passes of the Mississippi River, and capturing such trading vessels and small steamers as they may be able to come up with and surprise.

Their principal rendezvous is to be in Grand Bay, eastward of Pass à l'Outre, and their communication with the river is to be kept up by means of a small skiff boat running through a canal which connects the Pass with the bay.

This expedition will be ready to leave Mobile in about a week or ten days.

I am, very respectfully, your obedient servant,

J. C. P. DE KKAFFT,
Lieutenant-Commander.

Captain WILLIAM M. WALKER.

Report of Lieutenant-Commander Gherardi, U. S. Navy, commanding U. S. S. Chocura, regarding the capture by that vessel of the British schooner Agnes, May 2, 1864.

U. S. S. CHOCURA,
Off Brazos River, Tex., May 3, 1864.

SIR: I have the honor to inform you that at 11:40 p. m., on the 2d instant, a vessel was discovered standing out the harbor of Velasco, Tex. I immediately slipped my anchor and ran for her, overhauling her on the morning of the 3d of May, at 12:15, in 4½ fathoms of water, the entrance to Brazos River bearing about W. N. W. by compass.

The vessel proved to be the English schooner *Agnes*, which I shall send to-day to New Orleans for adjudication.

Very respectfully, your obedient servant,

BANCROFT GHERARDI,
Lieutenant-Commander.

Hon. GIDEON WELLES,
Secretary of Navy, Washington, D. C.

Order of Rear-Admiral Farragut, U. S. Navy, to the commanding officers of the U. S. steamers Cowslip and Narcissus, regarding the abuse of the flag of truce.

U. S. S. HARTFORD,
Off Pensacola, May 2, 1864.

I have understood that since the *Narcissus* and *Cowslip* have been in the [Mississippi] Sound you have been using flags of truce, on all occasions, for communicating with the rebels on the coast of Mississippi, and that you have also frequently fired upon the harmless people on the shores.

I hope that these things are not true, but you will bear in mind that you have no right to use the flag of truce except to communicate with Government authorities, and that you should not fire upon unarmed people.

There are a great many Union people on that coast, and you should have good reasons for firing upon those who do not fire upon you.

You will report to me your action in this matter.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

COMMANDING OFFICERS OF THE COWSLIP AND NARCISSUS.

Report of Acting Volunteer Lieutenant Brown, U. S. Navy, commanding U. S. S. Virginia, regarding the capture of the schooner Experiment.

U. S. S. VIRGINIA,
Off Coast of Texas, May 3, 1864.

SIR: I have to report the capture by this vessel at 11:30 this morning of the rebel schooner *Experiment*, from Galveston, bound to Tampico, with 31 bales of cotton.

The schooner being unseaworthy I have dismantled and destroyed her after removing her cargo.

Enclosed please find a list of officers and crew attached to the *Virginia*.

Very respectfully, your obedient servant,

CHAS. H. BROWN,
Acting Volunteer Lieutenant, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy.

Abstract log of the U. S. S. Virginia, Acting Volunteer Lieutenant C. H. Brown, U. S. Navy, commanding.

May 3, 1864.—At 10 a. m. made a sail to the southward; steered for her. At 11:30 sent a boat on board of her. She proved to be the schooner *Experiment*, and had run out of Galveston the night before, and had on board 31 bales of cotton. At 1 p. m. hauled the schooner alongside. All hands engaged in hoisting cotton on board, the schooner not being considered seaworthy.

Report of Rear-Admiral Farragut, U. S. Navy, transmitting report regarding the capture by the U. S. S. Chocura of the Prussian schooner Frederic the Second.

No. 196.]

FLAGSHIP HARTFORD,
Off Mobile, May 22, 1864.

SIR: I forward herewith the report of Lieutenant-Commander B. Gherardi, of the *Chocura*, of the capture by that vessel of the Prussian schooner *Frederic the Second*, off Brazos River, on the 3d instant, laden with 114 bales of cotton. She has been sent to New Orleans for adjudication.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

[Enclosure.]

U. S. S. CHOCURA,
Off Brazos River, Tex., May 3, 1864.

SIR: I have the honor to report that early this morning, while transferring a prize crew, etc., to the English schooner *Agnes*, a light was reported to the southward of this place. As soon as I could dispatch the *Agnes* I got underway and steamed a few miles to the southward, when a strange sail was reported, which I chased and overhauled in latitude 28° 35' N., longitude 95° 01' W. (dead reckoning), which proved to be the Prussian schooner *Frederic the Second*, who had run the blockade at Brazos River in company with the English schooner *Agnes*, having on board 114 bales of cotton.

I have this day dispatched her to New Orleans for adjudication.

Very respectfully, your obedient servant,

BANCROFT GHERARDI,
Lieutenant-Commander.

HON. GIDEON WELLES,
Washington, D. C.

Order of Rear-Admiral Farragut, U. S. Navy, to Acting Master Winchester, U. S. Navy, to assume command of U. S. schooner Sarah Bruen and proceed to Philadelphia.

FLAGSHIP HARTFORD,
Off Pensacola, May 3, 1864.

SIR: You are hereby temporarily detached from the command of the U. S. bark *W. G. Anderson* and will assume that of the U. S. schooner *Sarah Bruen*. As soon as that vessel is ready for sea proceed with her to Philadelphia, and on your arrival report to the commandant of the navy yard and by letter to the honorable Secretary of the Navy, stating to him that you have been ordered North with three men, in obedience to his letter of April 15, to give evidence in the case of Acting Volunteer Lieutenant Hill. You will take the log book of the *Anderson* and keep on board the men whom you take with you as witnesses until you receive orders for their disposition. When released by the honorable Secretary of the Navy, if not otherwise directed, you

will return here by the earliest opportunity and resume command of the *W. G. Anderson*.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Acting Master J. F. WINCHESTER,
Commanding U. S. bark W. G. Anderson, Pensacola.

Order of Rear-Admiral Farragut, U. S. Navy, to Acting Volunteer Lieutenant Woods, U. S. Navy, commanding U. S. brigantine Sea Foam, to proceed with that vessel to New York.

U. S. S. HARTFORD,
Pensacola, May 3, [1864].

SIR: When the U. S. S. *Sea Foam* is ready for sea, proceed with her to New York and report to the commandant of the navy yard, showing him these orders.

Your vessel is sent home in consequence of having suffered severely from yellow fever last year, and in order that her mortar may be replaced, it being much worn and scarcely to be depended upon for either accuracy or endurance.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Acting Volunteer Lieutenant D. C. WOODS,
Commanding U. S. brigantine Sea Foam, off Pensacola.

Report of Commodore Palmer, U. S. Navy, regarding certain vessels of the squadron and referring to the withdrawal of the Calcasieu expedition.

U. S. NAVAL HEADQUARTERS,
No. 148 Canal Street, New Orleans, La., May 3, 1864.

ADMIRAL: I have the honor to enclose herewith a report of a survey upon the *Arkansas*.

I fear that the purchases here are not sufficient to take her up on the ways.

The *Dinsmore* has returned with her rudder disabled, so that it will be necessary to get a dock under her.

I shall send the *Pembina* to Mobile instead of Texas, on account of her liability to break down, as her engine is considered a very weak one. She will sail to-morrow morning.

The *Gertrude*, *Sciota*, and *Aroostook* will all be ready this week, and will be sent to the coast of Texas. I have placed in confinement, on board the *Portsmouth*, two engineers, one for desertion, the other for drunkenness and mutinous, treasonable conduct. The commanding officer of *Nyanza* reports another, for declining to take the oath sent by the Department, with the confirmation of his appointment, from you. I enclose you the papers of Nolan's case.

I also enclose report of captain of the *Wave*, at Calcasieu. The paymaster of the *Wave*, who came up with dispatches, informs me that about twenty refugees came in since the accompanying report was

written. Both the *Granite City* and *Wave* are inside. I hope they will be able to hold their own against any attack.

I have been obliged to strip our ships here in order to man the tinclads, and if you can possibly spare any men I wish you would send them here.

I shall withdraw the Calcasieu expedition, as the only object in our having vessels there was to enlist men for the Navy. The Army have already brought off a large amount of livestock, and there is no longer any object in keeping our vessels there; besides that, I wish to place the tinclad at Pass à l'Outre, to take the place of the *Meteor*, which I have sent up to Red River.

I send this by the *Union* which leaves this morning, she having been detained here twenty-four hours on account of her boilers.

Very respectfully,

JAS. S. PALMER,
Commodore.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron.

Report of Commodore Palmer, U. S. Navy, regarding a request from Major-General Banks, U. S. Army, for additional vessels in Red River.

U. S. NAVAL HEADQUARTERS,
No. 148 Canal Street, New Orleans, La., May 3, 1864.

ADMIRAL: I have the honor to enclose you letters of General Banks to you and to myself.

The only boats that I can make at all available are three tinclads. The *Tallahatchie*, No. 46, went up last night. I have been obliged to withdraw the *Meteor*, No. 44, from Pass à l'Outre; I hope to get her off for Alexandria this afternoon, although some work is required upon her engine. The other, a coppered one, the *Elk*, No. 47, and which I had intended for Lake Pontchartrain. I have given Lieutenant-Commander Gillis the command of her, and hope to send him above by day after to-morrow. This is all I can possibly do for them.

You will observe by Porter's letter that the whole party are in a critical condition. General B., I learn, has orders from Washington to abandon the Alexandria expedition and get his army over onto the east bank of the Mississippi, preparatory to an attack on Mobile. The question is whether he will stick by the gunboats (nine of which—ironclads—are above the falls) or abandon them to their fate. Porter's letters will express what his apprehensions are; the whole affair has been most disastrous, and the end is not yet.

I have heard of the safety of the Calcasieu vessels, though nothing from them direct. The rebel guerrillas, some 800 strong, attacked Brashear City, but were driven off by the gunboats.

It is reported that General Polk is massing a strong force at Camp Moore, on the Jackson Railroad, for an attack upon this city, which is simply ridiculous.

Very respectfully, your obedient servant,

J. S. PALMER,
Commodore.

Rear-Admiral D. G. FARRAGUT, U. S. Navy,
Comdg. West Gulf Blockdg. Squadron, Flagship Tennessee

Report of Rear-Admiral Farragut, U. S. Navy, proposing operations for the destruction of the C. S. ram Tennessee.

No. 146.]

FLAGSHIP HARTFORD,
Off Pensacola, May 3, 1864.

SIR: I have just returned from a visit to the commanding general of this station (General Asboth). I found there a lad, not quite 16 years of age, who left the city of Mobile about the 26th of last month; he is remarkably bright and intelligent, and appeared to be very ingenuous; answered all questions with great frankness and apparent knowledge of the subject. From him I learned that the camels for floating the *Tennessee* over the bar, which were nearly finished, were one-half burned on the stocks. He said it was explained by Admiral Buchanan that while working by candlelight a man dropped a candle into a parcel of cotton which they were using for calking, and there being so many chips around and the shipyard being so far from the engines in the city that before they could obtain help everything was in a perfect blaze; but that they have gone to work again constructing new ones, and that the rebels are confident of soon being able to get her over the bar.

I feel assured that if I had Eads' boats down from up the river, which he informs me are ready for service, I could go into the bay and destroy the ram before she can get over the bar.

It is now evident to me that whatever may be the desire of the authorities, the pressure of the public opinion is so great that they will have to get the ram *Tennessee* over the bar and make an attempt to raise the blockade by the destruction of our vessels. How far she will venture out I can not imagine; she might come outside in a calm day, but these people are so much influenced by their success that no one knows how far they will go.

The disastrous retreat of General Banks' army has so elated them that it is with difficulty they keep down. Their success with the torpedoes also has given them great hopes, and they will continue that system with increased energy; but only give me the ironclads built by Mr. Eads on the Mississippi and I will find out how far Providence is with us.

If I saw any great importance that these vessels would be to Admiral Porter I would not ask for them, but I do not, nor do I see the least hope of my getting any from the North, as each of the admirals commanding the Atlantic squadrons have never yet thought they had force enough, nor are they likely to think so now, when they have to make increased efforts. But of all these things the Department will be the judge and give the ironclads to those who require them most.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Letter from Rear-Admiral Farragut, U. S. Navy, to the Bureau of Ordnance, regarding mortars.

U. S. FLAGSHIP HARTFORD,
Pensacola, May 3, 1864.

SIR: In compliance with the directions contained in your letter of the 9th of March, I have had impressions taken of the vents and worst fissures of all of the mortars out here, and these go North in the *Union* to the care of the ordnance officer at New York for you. The mortars are much worn, and I would recommend their withdrawal from use. I enclose herewith a report of the number of fires and description of the mortars. I have ordered all the vessels North, both that the mortars may be conveniently replaced and because the yellow fever, from which their crew suffered much last year, would undoubtedly show itself again with the warm weather.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Comdg. Western Gulf Blockading Squadron.

H. A. WISE,
Chief of Bureau of Ordnance, Washington, D. C.

Order of Rear-Admiral Farragut, U. S. Navy, to Acting Ensign Carey, U. S. Navy, to assume command of the U. S. bark, W. G. Anderson.

HARTFORD,
Off Pensacola, May 4, [1864].

SIR: Acting Master J. F. Winchester having been temporarily detached from the U. S. bark *W. G. Anderson*, you will take command of that vessel until further orders.

Very respectfully,

[D. G. FARRAGUT],
Rear-Admiral, Comdg. Western Gulf Blockading Squadron.

Acting Ensign R. H. CAREY,
U. S. Bark W. G. Anderson.

Order of Rear-Admiral Farragut, U. S. Navy, to Acting Ensign King, U. S. Navy, commanding U. S. schooner Henry Janes, to proceed with that vessel to New York.

U. S. S. HARTFORD,
Off Pensacola, May 5, 1864.

SIR: When the U. S. schooner *Henry Janes* is ready for sea, proceed with her to New York and report to the commandant of the navy yard, showing him these orders.

Your vessel is sent home in consequence of having suffered from yellow fever last year and in order that her mortar may be replaced, it being much worn and scarcely to be depended upon for either accuracy or endurance.

Very respectfully,

[D. G. FARRAGUT],
Rear-Admiral.

Acting Ensign L. B. KING, U. S. Navy,
Commanding U. S. Schooner Henry Janes, off Pensacola.

Letter from the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, forwarding a communication relating to the schooner Alma.

NAVY DEPARTMENT, *May 6, 1864.*

SIR: I enclose herewith a copy of a letter * which has been communicated to this Department, dated the 30th of March, addressed by Major [William] Hyde Clark, chief of Major-General Herron's staff, to Brigadier-General Stone, relative to the schooner *Alma*, which is suspected of a design to run the blockade at Galveston.

Very respectfully, etc.,

Rear-Admiral D. G. FARRAGUT,
New Orleans.

GIDEON WELLES,
Secretary of Navy.

Letter from Rear-Admiral Farragut, U. S. Navy, to Major-General Banks, U. S. Army, regarding the dispatching of additional vessels to the Red River.

U. S. S. HARTFORD,
Off Pensacola, May 6, 1864.

GENERAL: Commodore Palmer has anticipated your wishes and my action by sending all the suitable boats we have for Red River (the ironclads). He will send them as fast as he can get them ready. Could we have foreseen such a disaster they could have been there before, but, believing that Admiral Porter had an abundant supply of boats, I never anticipated anything but the difficulty of getting them down over the falls before the next rise in the river.

I am deeply pained at the sad result. We can ill afford the loss of one ironclad at this time, when the rebels appear to be redoubling their exertions at every point.

I hope Porter will not be compelled to lose his vessels.

When I was in Texas an intelligent person who gave me the first account of the battle at Mansfield informed me that the rebels could not raise over 23,000 troops if all the parties arrived in time, which, it is said, they had done, so I had every hope of your success in the overland march to Shreveport, and I still hope it will be accomplished.

Very truly and respectfully, yours, etc.,

D. G. FARRAGUT,
Rear-Admiral, Commanding Western Gulf Blockading Squadron.
Major-General N. P. BANKS, U. S. Army,
Commanding Department of the Gulf.

Report of Rear-Admiral Farragut, U. S. Navy, regarding condition of affairs in the Red River.

No. 158.]

U. S. FLAGSHIP HARTFORD,
Off Pensacola, May 6, 1864.

SIR: I have received by the mail to-day several communications from General Banks and Admiral Porter, requesting assistance in the

* Not necessary to publish.

way of gunboats for the purpose of keeping the communication between Alexandria and the mouth of Red River.

Commodore Palmer responded to call at once and sent them three of the tinclads and hoped to have two more in the course of a day or two. They are the only vessels that I have suitable for that river, as my seagoing vessels draw too much water.

As I presume both of these officers have communicated with the Department, and their situation is precisely understood, it may not be necessary to repeat it.

The great fear is, as I understand it, that the Red River may not rise sufficiently to enable Admiral Porter to get his vessels over the bar at Alexandria, and that the army will be compelled to remain there to prevent the necessity of destroying the gunboats.

I learn that the enemy is threatening Baton Rouge and Port Hudson, but General Reynolds informs me that he thinks both places are well protected.

Our people had a brush with a reconnoitering party at Baton Rouge and drove them back, but we lost Colonel [Frederick A.] Boardman (killed) and 10 wounded.

This is all the intelligence that I have to transmit to the Department, but it may rest assured that I shall use every exertion to aid those officers in their present difficulty through the medium of Commodore Palmer, but I can not leave here, as I am hourly expecting the rebel ram *Tennessee* out of Mobile Bay.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

Order of Captain Marchand, U. S. Navy, to the commanding officer of coal schooner Louisa A. Johnson.

U. S. STEAM SLOOP LACKAWANNA,
Off Galveston, May 6, 1864.

SIR: You will be pleased to proceed with the schooner *Louisa A. Johnson* off Pass Cavallo, Texas, and deliver 50 tons of coal to the U. S. gunboat *Kanawha*, and 50 tons to the U. S. gunboat *Estrella*, at that place, and return to this station as early as practicable.

Very respectfully, your obedient servant,

J. B. MARCHAND,

Captain, Comdg. 3d Div. West Gulf Blockdg. Squadron, Coast Texas.

Captain R. S. CULVER,

Comdg. Schooner Louisa A. Johnson, off Galveston.

Order of Captain Marchand, U. S. Navy, to the senior naval officer off Pass Cavallo, regarding coal.

U. S. STEAM SLOOP LACKAWANNA,
Off Galveston, May 6, 1864.

SIR: We have but a small quantity of coal here and I have sent the schooner *Louisa A. Johnson* off Pass Cavallo to furnish the *Kana-*

wha and *Estrella*, each, with 50 tons, which is all that can be spared at the present time. I am in hopes that coal vessels will be here from New Orleans soon, when one will be stationed off Pass Cavallo.

It is important that the *Kanawha* and *Estrella* should take their coal as soon as possible, that the schooner may return here, as we are in want of her remaining cargo.

Very respectfully, your obedient servant,
 J. B. MARCHAND,
 Captain, Comdg. 3d Div. West Gulf Blockdg. Squadron, Coast Texas.
 The Senior Naval OFFICER,
 Off Pass Cavallo, Texas.

Report of Rear-Admiral Farragut, U. S. Navy, of the arrival at Pensacola of the U. S. S. Buckthorn.

FLAGSHIP HARTFORD,
 Off Pensacola, May 6, 1864.

SIR: I have the honor to report to the Department the arrival at Pensacola of the steam tug *Buckthorn* on the 4th instant.

No news of the *Galena* or *Onoraga* as yet.

Very respectfully, your obedient servant,
 D. G. FARRAGUT,
 Rear-Admiral, Comdg. Western Gulf Blockading Squadron.
 Hon. GIDEON WELLES,
 Secretary of the Navy, Washington, D. C.

Capture of U. S. steamers Granite City and Wave, at Calcasieu Pass, May 6, 1864.

Order of Commodore Palmer, U. S. Navy, to Acting Volunteer Lieutenant Loring, U. S. Navy, commanding U. S. S. Wave.

U. S. NAVAL HEADQUARTERS,
 No. 148 Canal street, New Orleans, La., May 4, 1864.

SIR: I have received your letter by the *Ella Morse*.

So soon as the object of the expedition has been accomplished you will return to South West Pass with the *Granite City* and *Wave* and report to me by telegraph.

You understand that you were sent there to assist the army in getting stock, and to pick up recruits for the Navy. When, in your opinion, you have accomplished these things, you will obey your orders as instructed above.

Communicate with me by the *Ella Morse*, and direct your dispatches to be sent to me from Brashear City by telegraph.

You can judge of the situation of affairs where you are better than I can, so you must use your own discretion about leaving there.

Respectfully,

JAMES S. PALMER,
 Commodore, Commanding at New Orleans.

Acting Volunteer Lieutenant BENJ. W. LORING,
 U. S. S. Wave, No. 45.

First report of Rear-Admiral Farragut, U. S. Navy.

No. 179.]

FLAGSHIP HARTFORD,
Off Pensacola, May 13, 1864.

SIR: I regret to inform the Department of the capture, in Calcasieu Bay, near the Sabine River, of two vessels of my squadron, the steamer *Granite City* and steamer (tinclad) *Wave*.

How the event took place has not yet been ascertained. I only know the simple fact without particulars.

By the next mail I may be able to give definite information.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Comdg. West Gulf Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Second report of Rear-Admiral Farragut, U. S. Navy, transmitting additional reports.

No. 192.]

FLAGSHIP HARTFORD,
May 18, 1864.

SIR: I have already informed the Department in my dispatch No. 179 of the capture of the *Granite City* and the *Wave*, at Calcasieu, and I regret to be obliged to report the additional loss of a boat and boat's crew of the *New London* at the same place.

The circumstances appear to be as follows: I had directed Captain J. B. Marchand, commanding the Texas division, to send into Matagorda Bay a light-draft vessel in addition to the *Estrella* to protect the army, as a considerable portion of the force there had been withdrawn to assist General Banks when hard pressed in the Red River, and had named the *Granite City* as a proper vessel, from her draft, for that purpose.

Captain Marchand, on the 9th instant, dispatched the *New London* (Acting Master Lyman Wells) to Sabine Pass, with the necessary orders to the commanding officer of the *Granite City*. After communicating with Commander Woolsey, senior officer there, Acting Master Wells proceeded to Calcasieu in search of the *Granite City*, neither Commander Woolsey nor Acting Master Wells being aware of the disaster that had occurred at Calcasieu.

Acting Master Wells reports that he anchored outside about 5 miles from the *Granite City* at 11:30 a. m. of the morning of the 10th instant, and tried to communicate with her by signals, but the weather being misty he could not make out her answer, and sent in a boat with Captain Marchand's dispatch, under the charge of his executive officer, Acting Ensign H. Jackson, accompanied by A. T. Vanzile, coast pilot, and four men, all armed. The boat did not return, but Acting Master Wells supposed that he was detained in consequence of the increasing wind and sea, which began to break heavily upon the bar.

The next morning he got underway and ran nearer in until within 3½ miles of the *Granite City*, when he again made signals, but without eliciting any reply. He then sent in a second boat with a flag of truce,

in charge of Acting Ensign H. Z. Howard, who soon after returned with the following report: That Acting Ensign Jackson had approached the *Granite City* until within distance of small arms. He saw the rebel flag at her peak, but supposed, as the men said, that it was flying as a joke and fired on it, when he was immediately killed by a shot from the *Granite City*. The rest of the boat's crew were taken prisoners. He further reports that he was informed that the *Granite City* and *Wave* were captured on the morning of the 6th instant by the rebel land forces after one hour's engagement.

Enclosed are copies of the report of Acting Master Lyman Wells and of Acting Ensign Howard, marked Nos. 1 and 2, and also a list of the officers and men killed and taken prisoners and of the property captured, marked No. 3.

These are all the facts connected with the loss of the *Granite City* and *Wave* which have as yet come to my knowledge.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Master Wells, U. S. Navy, commanding U. S. S. New London, transmitting additional information.

U. S. S. NEW LONDON,
Off Galveston, May 11, 1864.

SIR: I regret to inform you of the loss of the U. S. S. *Granite City* and a tinclad gunboat, name unknown, captured by the rebels at Calcasieu on the 6th instant, and a boat and boat's crew belonging to this ship on the 10th instant, under the following circumstances:

Pursuant to your orders, on the 9th instant I went with this ship to Sabine Pass and communicated with Commander M. B. Woolsey, senior officer there, and then proceeded to off Calcasieu, arriving at 11:30 a. m. on the 10th instant.

I found that the *Granite City* was anchored inside and I came to anchor in 2½ fathoms about 5 miles from her; set my numbers, but it being somewhat misty and the wind blowing on shore, I could not make out her answer. I therefore sent in your dispatch in charge of Acting Ensign H. Jackson, executive officer, accompanied by A. T. Vanzile, coast pilot, in my third cutter, with coxswain and four men, all armed. I charged Mr. Jackson to be cautious in proceeding and to return as soon as possible. The boat left the ship at 12 m.

He did not return, but I thought that the increasing wind and sea was the cause of his detention, as it began to break heavily on the bar.

This morning at daylight, the wind having shifted to N. W., and sea smooth, I got underway and proceeded inshore and came to anchor, the *Granite City* bearing N. N. W., about 3½ miles distant. Set her number, but there was no reply. At 9 a. m. we fired a gun. At 10:30 a. m. sent in a boat with flag of truce, in charge of Acting Ensign H. Z. Howard, a copy of whose report, marked A, I enclose, as also a

list, marked B, of officers and men killed and captured, and statement, marked C, of property belonging to this ship captured by the enemy.

Very respectfully, your obedient servant,

L. WELLS,
Acting Master, Commanding.

Captain JOHN B. MARCHAND, U. S. Navy,
Comdg. 3d Div. Western Gulf Blockdg. Squad., off Galveston, Tex.

Report of Acting Ensign Howard, U. S. Navy, of the U. S. S. New London.

U. S. S. NEW LONDON, *May 11, 1864.*

SIR: The loss of Mr. Jackson and boat's crew is as follows: The boat got within distance of small arms on board the *Granite City* with a Confederate flag at the peak. Mr. Jackson, thinking, as our men said, that the flag was flying as a joke or lark, fired on it. Immediately after he was shot dead by a shot from the *Granite City*. There was no other shot fired. The remainder of the boat's crew was taken prisoners on board the *Granite City*. It was also stated that the *Granite City* and one tinclad were captured on the morning of the 6th of May by the rebel land force, after one hour's engagement, and that Mr. Jackson might have known that they were captured, as the *Granite City* was so much shattered by shot.

This was stated to me by the officer in command of boat.

Respectfully, your obedient servant,

H. Z. HOWARD,
Acting Ensign.

L. WELLS,
Acting Master, Commanding.

[Enclosure.]

List of officers and men in New London's boat.

Acting Ensign Henry Jackson, killed; Coast Pilot A. T. Vanzile, Coxswain John Hurly, Seaman George Miller, Seaman Charles Wilson, Seaman George Curry, Ordinary Seaman John Dunn, prisoners.

List of property captured.

One boat with oars, etc., 7 Sharpes carbines and equipments, 4 navy pistols, 4 navy revolvers, 5 navy sword, 1 navy cutlass, 120 rounds ammunition for carbines, 25 rounds ammunition for pistols, 6 rounds ammunition for revolvers, 50 caps for revolvers, 200 caps for carbine and pistols.

Third report of Rear-Admiral Farragut, U. S. Navy, transmitting further information.

No. 199.]

FLAGSHIP HARTFORD,
Off Mobile, May 23, 1864.

SIR: I have just received from Captain Marchand (whom I have recalled from the coast of Texas to reinforce my blockading force here) two letters, herewith enclosed, one written by Acting Master Lamson,

of the *Granite City*, and the other by Acting Assistant Surgeon Boyden, of the *Wave*, from which it appears that they had come to the conclusion, as most of those gentlemen do, that there is no danger in the enemy's country so long as you do not see it. They were lying without steam or any precaution against attack, and the enemy, about 300 infantry and 4 pieces of field artillery, opened upon them at the distance of perhaps 100 yards. They say that each vessel made a most gallant defense, but finally had to surrender, having so many killed or wounded, while the letters show that there were only 10 wounded on board the *Granite City*, two of whom have since died, and 8 wounded on board the *Wave*, all flesh wounds. This was the desperate fighting that caused them to surrender. The enemy was on shore without cover of any kind.

It is very mortifying to see my vessels behave so badly, but I have none else but these volunteer officers to send in them, and Acting Master Lamson was accused of acting badly in the Sabine affair, the proceedings relative to which I sent to the Department. The assistant surgeon says the commander of the *Wave* fought a gun himself, and fought forty minutes longer than the *Granite City*, and his vessel received two shots through her boilers before he surrendered. He also says that a small amount of vigilance would have prevented the disaster. The soldiers who were on shore were also captured.

If I had any of my light-draft vessels I would try and recover them, and hope to do so yet, but I must confine myself to this place for the present, and as soon as I have some vessels I will send them there.

The enclosed letters were sent out by flag of truce.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Fourth report of Rear-Admiral Farragut, transmitting additional information.

FLAGSHIP HARTFORD,
Off Mobile, June 9, 1864.

SIR: I forward herewith (marked No. 1) a report made to Commodore Palmer by Acting Volunteer Lieutenant Benjamin W. Loring, late commanding officer of the tinclad *Wave*, captured in Calcasieu.

I find nothing in this report to change the views expressed by me in my dispatch No. 199.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Acting Volunteer Lieutenant Loring, U. S. Navy, late commanding U. S. S. *Wave*.

HOUSTON, *Tex., May 9, 1864.*

SIR: By flag of truce I inform you that the U. S. S. *Wave* and *Granite City*, while lying at anchor in Calcasieu Bayou, on the morning of May

6, at daylight, were attacked by a superior force of the enemy, consisting of a battery of artillery and several hundred sharpshooters, who were posted in a dense chaparral about 100 yards from the *Granite City*.

Their incessant fire at her ports was so severe that after discharging about thirty rounds from her guns and nearly all the guns' crews being wounded, she was obliged to surrender.

The *Wave* having received a shot through the steam drum, escape became impossible. I surrendered her after a contest of one hour and thirty-five minutes. Both vessels are severely cut up.

The lieutenant of the squad of soldiers surrendered his command without firing a shot, although posted on the opposite side of the river.

Our pickets that were posted on the line of the enemy's march (Sabine Pass) have not yet been heard from.

On board the *Wave* were 5 men severely wounded (but will all recover), 5 slightly wounded and able to march.

On board the *Granite City* were killed John W. Tindall, quartermaster; Joseph Johnson, seaman, mortally wounded; John Jacobs, quartermaster; William H. Hayden, ordinary seaman; Acting Ensign S. R. Tyrrell, was dangerously wounded; Acting Ensign A. H. Berry, severely wounded; John Scott, seaman, one arm shot off. Slightly wounded, 8. A boat's crew from the *Granite City*, consisting of 8 men, under command of Acting Master's Mate Thomas R. Marshall, away above, on night picket duty, were not present during the action, but were captured on their return.

The officers and crew of the *Wave* behaved in the most gallant manner during the action. Ensign Howard, being severely wounded in the left hand (losing one finger), remained at his station.

Captain Lamson, of the *Granite City*, informs me that his officers and men performed their duties to his entire satisfaction, remaining at their guns as long as there was enough to work them.

The surgeons of both vessels remain behind in charge of the wounded, but will join us at this place.

We are well treated and cared for.

Very respectfully, your obedient servant,

BENJAMIN W. LORING,
Late Commander Wave.

Commodore JAMES S. PALMER,
Commanding U. S. Naval Forces, New Orleans.

Report of Major Simpson, Second New Orleans Infantry (Union).

NEW ORLEANS, LA., *May 10, 1864.*

GENERAL: I have to report the capture of the detachment sent to Calcasieu, La.; also the gunboats *Wave* and *Granite City* at that place. I arrived at Calcasieu Sunday, 8th instant, at 7 a. m., on the steamer *Ella Morse*, Captain Pepper. We crossed the bar and entered the river, and when within about 500 yards of the gunboats, things looking a little suspicious, stopped our boat. The tide swung her around; we dipped our flag as a signal, and were answered by a broadside from the *Granite City*. We immediately put on steam and ran down the river, the *Granite City* throwing shot and shell at us for about half a mile, and

then we were attacked by sharpshooters from either shore. Our pilot was wounded by the first shot. Captain Pepper took the wheel and ran the boat out. We know nothing further in regard to the capture.

I have the honor to be, most respectfully, your obedient servant,
J. SIMPSON,

Major, Second New Orleans Volunteers.

Major-General JOSEPH J. REYNOLDS,
Commanding District of New Orleans.

Report of Captain Marchand, U. S. Navy, commanding off Galveston.

U. S. STEAM SLOOP LACKAWANNA,
Off Galveston, May 11, 1864—11 o'clock p. m.

SIR: The *New London* has just arrived with the mortifying intelligence that the *Granite City* and a tinclad had been captured by the rebels in Calcasieu River on the 6th instant, also that a boat and boat's crew belonging to the *New London*, which had gone into that river to communicate with the *Granite City*, was also captured.

Herewith I have the honor to forward the reports of Acting Master Lyman Wells, of the *New London*, on that subject.

I have directed the *New London*, in consequence of her light draft of water, to return immediately and report to Commander Woolsey, off Sabine River, for the blockade of Calcasieu. To-morrow I will send another vessel for the same purpose.

Neither the *Granite City* nor the tinclad referred to had reported as portion of this division of the blockading squadron.

Very respectfully, your obedient servant,

J. B. MARCHAND,

Captain, Comdg. 3d. Div. West Gulf Blockdg. Squadron, Coast Texas.

Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron.

Report of Captain Marchand, U. S. Navy, regarding the execution of the order for two gunboats in Matagorda Bay.

U. S. STEAM SLOOP LACKAWANNA,
Off Galveston, May 15, 1864.

SIR: By the arrival of the *Sciota* on the 9th instant I had the honor to receive your communication of the 25th ultimo, directing that if possible two gunboats should be kept in Matagorda Bay, and suggesting that the *Granite City* should be sent there to act in conjunction with the *Estrella*.

Not knowing, except by rumor, that the *Granite City* was somewhere in the vicinity of Calcasieu River, I immediately dispatched the *New London* for her, with the following written order to Acting Master C. W. Lamson, commanding the *Granite City*: "You will repair without delay with the *Granite City* to this place and report to the senior officer," and which order was reported as having fallen into the hands of the rebels, on the capture of the *New London's* boat.

Soon as possible after hearing of the loss of the *Granite City*, I ordered the *Arizona* here from San Luis Pass to coal, and on the 13th instant dispatched her to Matagorda Bay. Her draft was 7 feet, which was thought would enable her to cross the bar. The orders to her commander were not to attempt to cross the bar unless with entire safety.

Very respectfully, your obedient servant,
 J. P. MARCHAND,
Captain, Comdg. 3d Div. West Gulf Blockdg. Squadron, Coast Texas.

Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron.

Report of Captain Marchand, U. S. Navy, referring to the capture.

U. S. STEAM SLOOP LACKAWANNA,
Off Galveston, May 15, 1864.

SIR: AS I advised you in my communication dated 11th instant, near midnight, the *New London* left this place an hour afterwards for Calcasieu and was followed on the morning of the 12th by the *Owasco* for the same place. The *Arizona* would have been serviceable there on account of her light draft, but she was destined for Matagorda Bay after learning of the loss of the *Granite City*.

The *Aroostook* arrived yesterday from Calcasieu, where she had left the *Owasco* and *Pocahontas*; the latter to leave for repairs at New Orleans on the arrival of the *New London* from Sabine Pass. Lieutenant-Commander Skerrett, of the *Aroostook*, represented that the vessels at Calcasieu were unsuccessful in endeavoring to injure either the *Granite City* or *Wave* by shot, on account of their distance up the Calcasieu River.

The rebel officers bearing flags of truce which have come out at this place give significant gesticulation, but no information as to the capture of the *Granite City* and *Wave*. They, however, delivered newspapers, giving some accounts of the capture and movements of the prisoners taken in them. Those newspapers I herewith enclose.

The flag of truce also brought letters for the families and friends of the late officers and men of the *Granite City* and *Wave*, viz, from Acting Master C. W. Lamson, late commanding the *Granite City*; Acting Third Assistant Engineer M. F. Rogers and Acting Master's Mate Charles Cameron, of the *Wave*, and two from persons belonging to the crew. One letter states that 2 were killed and 8 wounded in the *Granite City* and 7 wounded on the *Wave*. Mr. Rogers represents that the vessels were surprised. The letters all bear date Houston, May 12, and unite in saying that they are on the eve of being sent to Hempstead, Tex., for confinement.

Very respectfully, your obedient servant,
 J. B. MARCHAND,
Captain, Comdg. 3d Div. West Gulf Blockdg. Squadron, Coast Texas.
 Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron.

Report of Captain Marchand, U. S. Navy, forwarding letters from officers and men of the captured steamers.

U. S. STEAM SLOOP LACKAWANNA,
Off Galveston, May 15, 1864.

SIR: Herewith I send letters received by flag of truce from officers and men of the *Granite City* and *Wave*, captured by the rebels in Calcasieu River. Their contents go to show that of the crew of the former 2 were killed and 7 wounded, and of the *Wave* 7 were wounded.

Very respectfully, your obedient servant,

J. B. MARCHAND,
Captain, Comdg. 3d Div. West Gulf Blockdg. Squadron, Coast Texas.
Commodore JAMES S. PALMER,
Commanding Naval Forces, New Orleans.

Report of Rear-Admiral Farragut, U. S. Navy, forwarding list of casualties.

No. 303.]

FLAOSHIP TENNESSEE,
Off Mobile, July 15, 1864.

SIR: I forward herewith a list of the casualties on board of the *Granite City* and *Wave* at Calcasieu on the 6th of May last, made out by the rebel authorities, No. 1.

It was sent by flag of truce off Galveston to Commander M. B. Woolsey, of the *Princess Royal*, commanding the Texas Division, together with a letter from the surgeon and medical director, also enclosed, No. 2.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding Western Gulf Blockdg. Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Volunteer Lieutenant Loring, U. S. Navy, late commanding U. S. S. *Wave*.

NAVY YARD, WASHINGTON, *March —, [1865].*

SIR: In the accompanying report I have been governed by your order requiring minute particulars regarding the loss of the *Wave*; also believing these particulars necessary to relieve myself from the disgrace reflected upon me by the publishment of Admiral Farragut's reports and opinions respecting that affair, which, in all respect, I can not but believe were formed without sufficient evidence to justify the censure implied.

I feel much aggrieved to have learned, but a few days ago, that, thinking that I had done my duty well, and while suffering imprisonment in Texas, I am remembered only as disgraced.

From Commodore Palmer I requested a copy of the orders under which I was acting, that you might judge whether they were sufficiently explicit or not. I was vouchsafed no verbal information nor held any conversation with anyone regarding our expedition prior to sailing from New Orleans.

The request for copies of my dispatches, written between the time

of sailing and the capture, resulted in the receipt of a communication dated but two days previous to our capture, which Commodore Palmer knew had not been received by me; therefore, why forward it now. Even it would have given no satisfaction as to the repeated request for coal and for men and arms before we could proceed with the work before us. It orders me "to return to the South West Pass as soon as the expedition is accomplished," etc., without coal or the necessary means to accomplish our object.

You will observe that the papers I requested were forwarded to Admiral Farragut. I would respectfully request that they may be produced to verify these statements.

Admiral Farragut formed his opinions from letters written by Captain Lamson and Doctor Boyden. I think Captain L. was present and cognizant of the arrangements made for the duties of the night of May 5, and it was to him personally the order was given to send a boat from the *Granite City* up to the lake on picket, for that duty had been performed by the *Wave's* boats the two previous nights. The admiral undoubtedly knows that I would not be expected to make a confidant of my surgeon, who was but a boy, and a very simple one, too.

When produced, those dispatches will show that I was perfectly aware of the dangers of our situation, and, being so, the neglect to perfect all precautions in my power for security would stamp me void of good sense.

Enclosed you will please find a statement from Mr. Smith and his son, who was placed in command of one of the picket stations upon the night of May 5.

It is intimated also that our resistance was insufficient, because there were no men killed. I confess to the weakness of congratulating myself that there were none.

The situation at the time of surrender may be summed up thus:

Steam power completely destroyed. The *Granite City* in the hands of the enemy, whom I had seen taken on board by her crew a long time before, and she was lying below the *Wave*; the positions gained by the enemy could not be reached by our guns, thus rendering us perfectly helpless; from their protected positions an incessant cross fire upon our ports was maintained, whereas nothing could be discerned of them but flashes of smoke; their artillery was posted well upon the star-board bow, and our only bow gun that could be brought to bear upon them was disabled; the broadside guns could be trained to reach them only as the vessel gave a favorable swing well to port, even when loaded, which had become a very difficult matter.

Therefore, believing the salvation of the vessel hopeless, I deemed the best measure remaining was to destroy the munitions of war, which was performed successfully.

In conclusion, I beg that nothing contained in this communication may be interpreted as disrespectful, for nothing is further from the intention, although laboring under a sense of great injustice, and the belief that the whole transaction has forever barred my future advancement.

Very respectfully, your obedient servant,

BENJ. W. LORING,
Acting Volunteer Lieutenant, U. S. Navy.

HON. GIDEON WELLES,
Secretary U. S. Navy, Washington, D. C.

Detailed report of Acting Volunteer Lieutenant Loring, U. S. Navy, late commanding U. S. S. *Wave*.

U. S. NAVY YARD, WASHINGTON, D. C., *February 28, 1865.*

SIR: In obedience to your order dated December 31, 1864, and received February 2, 1865, I have the honor to present the following statement regarding the loss of the U. S. S. *Wave*, by capture, May 6, 1864:

In pursuance of orders received from Commodore James S. Palmer, dated New Orleans, April 15, 1864, to proceed with the U. S. steamers *Wave* and *Granite City* to Calcasieu Pass, Louisiana, and receive such refugees as may be willing to enter the Navy of the United States, receiving further instructions regarding the expedition from a Mr. Smith, whom I was directed to receive as a passenger.

I left New Orleans on the evening of April 15, and the South West Pass on the morning of the 17th.

Adverse winds and incompetent pilotage forced us to enter Atchafalaya Bay to repair damages and if possible procure another pilot. While there I forwarded a dispatch to Commodore Palmer, informing him of the injuries received, requesting a more competent pilot, and that the *Wave* had but three days' consumption of coal remaining, half of which was consumed going to the South West Pass of Vermilion Bay, where there would be smoother water necessary before we could repair the vessel. During strong head wind, we lay two days ready to proceed, during which time the tug *Ella Morse* arrived with a pilot for the *Wave*.

April 23, at 6 p. m., took tow from the *Ella Morse* and proceeded. A tow was necessary when there was a 6-knot breeze near ahead, for the *Wave* then became unmanageable.

Daylight, April 24, off Mermentau Pass, was obliged to furnish the *Morse* 3 tons of coal. Arrived off Calcasieu about 11 a. m., discharged several shells at the old fortification, receiving no response, steamed directly into the pass, leaving the tug outside, awaiting signal before entering, which was subsequently made. Anchored 2 miles above the mouth of the pass, opposite Mr. Smith's house.

The stream being very narrow, having barely room to clear the banks at turn of tide by dropping anchor in mid-channel with but 8 fathoms scope of chain.

The *Granite City* arrived two days after and entered the pass on or about the 28th, anchoring a few hundred yards below the *Wave* and where the stream was somewhat wider.

A guard of 25 soldiers, who were attached to the expedition, were landed from her and quartered upon the east bank.

From the 27th labored diligently, preparing to fulfill the objects of the expedition, as I had understood it from Mr. Smith, collecting horses, saddles, and all the arms that could be found among the citizens.

The bridge across Mud Bayou was destroyed. Two parties sent to perfect its total destruction, and a third one under the command of Acting Ensign Latham, the executive officer of the *Wave*, was sent, to be certain that not a vestige of it remained. Twice afterwards armed parties were sent to examine and to see that no effort had been made to cross or repair it.

A small bridge across Oyster Bayou was destroyed. Mr. Smith, [who] was an old resident of the place, emphatically assured me that

it was impossible for the enemy to cross Mud Bayou after the destruction of the bridges and that it could not be rebuilt at that season of the year.

Gathering refugees to drive cattle and form a force for protection was one of our objects. Scouts were scattered through the surrounding country to inform them of our presence. Scouting parties were on the alert, day and night, endeavoring to capture rebel soldiers and disaffected citizens. Pickets were stationed at prominent points by day and night, and a boat, in addition, at the head of the pass by night. To do all this labor there were but 25 soldiers and 8 or 10 refugees, who had returned from New Orleans with Mr. Smith and belonged to his party. Ten more were added, and only 10, during the time we remained, from April 24 to May 6, the day of the capture. Many prisoners were brought in and confined to the *Granite City*.

A boat expedition was sent to the head of the lake [Calcasieu], returning with two prisoners. Mr. Smith was a very visionary man and required constant watching to keep him at the required work. Each evening I met him and perfected the required arrangements for the following day's duties and the stationing night pickets, who were partly composed of refugees, the soldiers having an entirely insufficient force for that duty, and often complained of inability to perform the requirements from exhaustion.

Using refugees for picket duty was a necessity. The *Ella Morse* was sent to Brashear City with dispatches and furnished with about 7 tons of coal, which left the *Wave* with but a ton. The chief engineer informed me that he had made a mistake in his calculations of several tons. In the meantime the engineer's department was engaged in cutting wood for emergencies.

The officer of the deck was frequently instructed to be exceedingly vigilant; that we were "surrounded by enemies, where eyes were upon us both day and night." I made a practice of visiting the deck often during the night watches, and it was two or three nights previous to the 6th that during a night round I had detected a sentry asleep while on watch upon the upper deck. He was placed in irons for future trial by court-martial.

The second dispatch to Commodore Palmer advised him of our being destitute of coal and of the small number of refugees that claimed protection. The third informed him that we had been there ten days and but 10 refugees had made their appearance, and that we were obliged to furnish arms to some. That all preparatory operations were concluded and we were then lying idle for want of sufficient force to continue, and thereby "giving the enemy opportunity to organize against us."

That, in order to continue our work, I should require "200 men armed, and spare arms for the refugees who were to assist us." Again, that we had no coal; that I would like to be informed "when our part of the expedition was supposed to be accomplished," for I had received no orders when to leave there. I should not have left there without such orders, even if full of coal.

The night previous to the capture I met Mr. Smith near his house, as usual, to arrange the pickets for the night. I always consulted him, because he and his sons had control of the refugees, the sons generally taking charge of the parties and acting as guides for the scouts. Four points were picketed that night, viz., one near the bayou to the north-

ward, one to the southward and westward, on the Mermentau road; one on the west side, near Mr. Thayer's house, in the Sabine Pass road, and one at the head of the pass, at the lake, by a boat from the *Granite City*. A scouting party, to consist of 10 men with the lieutenant in command of the squad, to examine the country 15 miles on the Mermentau road, toward the pass of that name. All of the parties were necessarily small, and we experienced considerable difficulty in procuring even a small number for each station. A citizen in charge of one of the picketing parties came on board with me and was furnished arms for that service. I have been more minute in details than necessary for reasons that I will give at the end of this report.

On the morning of the 6th of May, at daybreak, I was awakened by the report of artillery, proceeding from an attack by the enemy; discovered them by the smoke posted well upon our starboard bow, abreast of the *Granite City*, upon the west side of the bayou. The banks were raised somewhat above the level of the surrounding country, and the whole covered with tall prairie grass, which entirely prohibited us from seeing the enemy, judging of their position by their smoke.

A large number of sharpshooters were behind the bank, firing toward the *Granite City*. It was at them I directed the bow guns should operate, under the charge of Acting Ensign Latham, the executive officer, while I, with a crew of volunteers, worked the broadside howitzers at their artillery. It was only at times when the vessel would take a favorable sheer that the broadside guns could be brought to bear. The engineer was ordered to get up steam and was progressing favorably until shots had penetrated the steam drum and boilers.

The action had progressed sometime, I know not how long, for I made no note of time, when the quartermaster informed me that the *Granite City* had surrendered. The whole force of the enemy was then directed to the *Wave*. The second discharge of one of the broadside guns carried away the pivoting bolt, requiring considerable time to shift it to another port.

The port bow gun was a Sawyer rifle, for which the only projectile on board was percussion shell, which, with the difficulty of training it to fire across the forecastle, rendered it of but little use. The other bow gun, a 32-pounder, was struck at the muzzle and split 4 feet, rendering it useless. The enemy, in sweeping around to get astern of the *Wave*, was discovered and treated to canister from the howitzers, and I afterward learned that they suffered severely.

The engineer reported the boilers disabled and also the steam drum and starboard engine. Finally, the enemy obtained a position upon our starboard bow and quarter, and opened a cross fire upon the ports, lying concealed in the grass and so far aft and forward that our guns could not be trained upon them, even when loaded, which had been a very difficult operation for the cross firing at the ports. At this stage of the action, believing it impossible to save the vessel, I ordered the destruction of all munitions of war; all muskets, pistols, revolvers, cutlasses, percussion primers, percussion caps, boarding pikes, etc. The paymaster's safe and signal books were thrown overboard; the guns spiked; elevating screws broken into pieces, and compressor handles thrown overboard; the magazine flooded, and the vessel surrendered after one and one-half hours' action.

Upon examination, I found the vessel to have received the following injuries: Three of the four hog chains cut; one of the fantail stays

ditto; starboard engine disabled; one gun struck at muzzle and split; two shot through boilers; two ditto through steam drum; boats and davits cut away; the upper decks were cut into chips; several rooms were stove into one; stoves, crockery, and lumber strewed around; officers' clothes, trunks, bedding, etc., destroyed.

Fortunately, and most miraculously, our loss was but 10 men wounded, only one of whom since died of his wounds. The force of the enemy consisted of the whole Sabine Pass garrison (with the exception of 10 men left as guards), of 4 pieces of heavy artillery, and 350 sharpshooters.

The guard of soldiers stationed upon the opposite side of the river from the point of attack gave us no assistance.

The enemy subsequently reported the *Wave* struck by 65 artillery shot, besides grape, considerable of which was used. Their loss, by report of the rebel surgeon, was 20 killed; no mention made of wounded. We were permitted to take all our personal effects, and were well treated while in the hands of our immediate captors.

I am, very respectfully, your obedient servant,

BENJ. W. LORING,
Acting Volunteer Lieutenant, U. S. Navy.

HON. GIDEON WELLES,
Secretary of Navy, Washington, D. C.

[Newspaper extract.]

The following letter, received this morning from Paymaster John Read, of the gunboat *Granite City*, captured at Calcasieu Pass, Louisiana, on the morning of the 6th of May last, will be read with interest by those having friends on board that vessel. Mr. Read was at first reported killed.

SABINE PASS, *May 9, 1864.*

DEAR FATHER: You have probably ere this heard of the loss of our vessel and the capture of all on board. I write merely to state that I am uninjured and very well. We reached here last night and started to-day for Houston. Our vessel was engaged one hour and a half and was completely riddled. I am well treated. I enclose a list of casualties, which you will please have published for information of friends of the wounded.

[JOHN READ.]

WILLIAM READ, *Boston.*

Charles W. Lamson, commanding, prisoner; A. H. Atkinson, executive officer, prisoner; John Read, paymaster, prisoner; E. C. Ver Meulen, surgeon, prisoner; S. R. Tyrrell, ensign, arm shot off, dangerous; A. H. Berry, ensign, shot through the leg; Stewart Green, engineer, prisoner; D. M. Schryver, engineer, prisoner; J. H. Rollings, engineer, prisoner; Lucius Harlow, engineer, prisoner; David Hull, master's mate, prisoner; Thomas E. Ashmead, master's mate, prisoner; Thomas R. Marshall, master's mate, prisoner; Henry I. Fanning, paymaster's clerk, prisoner; John W. Tindall, quartermaster, killed; Jos. Johnson, seaman, killed; John Scott, seaman, arm shot off; John Jacobs, quartermaster, shot through thigh, dangerous.

The casualties among the seamen were as follows: William H. Hayden, shot through both thighs, badly; William Fitzpatrick, arm, slight; Ira Loucks, foot, slight; John Gogin, leg; Jos. Schoenninger, leg; Michael McNamara, leg; Henry Spencer, arm, slight; Theo. Simpson, arm, slight; Edward McCullum, shoulder, slight. The remainder of the crew prisoners.

Abstract log of the U. S. S. *New London*, Acting Master Lyman Wells, U. S. Navy, commanding.

May 10, 1864.—At 11:15 a. m. came to anchor in 2½ fathoms water, veered to 15 fathoms on port anchor. At 12 sent an armed boat's crew in with dispatches for the *Granite City*, in charge of Acting Ensign Henry Jackson, executive officer, and Abraham Vanzile, pilot, Calcasieu bar bearing N. N. E. At 8 p. m. sent a rocket up, also signal light at mizzen peak.

May 11.—At 5:40 a. m. got our anchor and stood inshore. At 8:20 a. m. fired No. 1 gun with blank cartridge. At 9 quarters for inspection and fired No. 2 gun, blank cartridge. At 10:15 hoisted a flag of truce at the fore and sent a boat inshore in charge of Acting Ensign H. Z. Howard. At 11 the *Granite City* set a flag of truce and changed her ensign. At 11:35 our boat communicated with one from the enemy at the bar under a flag of truce. At 11:46 the boats parted company. At 12:10 p. m. the boats returned alongside and we hauled down the flag of truce. She brought the news of the capture of the third cutter and crew and the death of Acting Ensign Henry Jackson, commanding the boat. The boat also brought the news of the capture of the *Granite City* and the tinclad (name unknown) on the 6th of May by the rebel soldiers. The third cutter's crew consisted of the following officers and men: Acting Ensign Henry Jackson, in charge of boat; A. T. Vanzile, coast pilot; Charles Wilson, seaman; John Hurley, coxswain; George Miller, seaman; George Curry, seaman; John Dunn, ordinary seaman. At 1 p. m. got our anchor and stood to the westward. At 11:06 came to anchor off the starboard quarter of the flagship.

May 13.—At 4:45 a. m. stood to the southward and eastward. At 8:50 a. m. came to anchor, Calcasieu entrance bearing N. N. W. At 10 the *Pocahontas* stood inshore and fired 3 shots at the enemy and then hauled off. At 10:30 the *Granite City* underway, with the tinclad in tow, heading up the river. At 10:50 the *Pocahontas* came to anchor, also the *Aroostook*. At 11:30 the *Granite City* and tinclad came to anchor. At 2:25 p. m. the *Princess Royal* came to anchor off our starboard beam.

May 19.—At anchor off Calcasieu. At 10:30 a. m. the *Granite City* came down under steam as far as the entrance of the river and then proceeded back again and came to anchor.

May 23.—At 9:30 a. m. weighed anchor and stood in to 10 feet of water, *Granite City* bearing N. ¼ W., distant 2¼ miles. Fired 8 shell from broadside guns 5-second, 10-second, and 15-second, also 3 shell from Parrott gun, 1 5-second and 2 10-second, at the *Granite City*. Came to with port anchor, veered to 15 fathoms cable in 11 feet water with a spring on the cable, *Granite City* bearing N. ¼ W., distant 2¼ miles. Fired 3 10-second shell from Parrott gun, also 1 10-second shell from VIII-inch side gun at the *Granite City*, all of the shells falling short of the enemy.

May 24-June 8.—*Granite City* near mouth of Calcasieu.

June 9.—At 4:30 a. m. the *Granite City* at anchor in the river with steam up. At 6:20 the schooner got underway and stood down to the mouth of the river, tacked ship, and stood back again. At 9 p. m. saw a light near the *Granite City*, also one at the entrance of the river.

June 10.—At daylight rebel vessels inside had steam up. Tinclad (*Wave*) moved upstream and came to near the *Granite City*.

June 14.—At 10:45 a. m. discovered a boat with a flag of truce and rebel ensign pulling out from the mouth of Calcasieu River toward this steamer. Answered it and sent the first cutter in charge of Acting Ensign H. Z. Howard. At 11:10 got our anchor and started ahead slow. At 11:12 the boats came together. At 11:24 boats separated. At 11:40 our cutter came alongside, stating that the enemy wanted to get some chloroform to perform a surgical operation on Acting Ensign [A. H.] Berry, late of the *Granite City*. At 11:50 Bolty Crossley (quartermaster) was confined in double irons for pulling down the flag of truce without orders from commanding officer. Supplied the chloroform, and at 11:50 first cutter left the ship with orders to deliver it and return immediately. At 1:05 p. m. first cutter came alongside. Hauled down the flag of truce. At 2 p. m. *Granite City* hauled down her flag of truce.

June 15-August 10.—*Granite City* and *Wave* at Calcasieu.

August 24.—At anchor off Galveston. At 12:30 p. m. saw a small sloop standing out toward the bar with a flag of truce. At 12:45 clothing, belonging to our boat's crew captured at Calcasieu and now prisoners of war, was sent on board the flagship to be sent to them per flag of truce. At 2 p. m. the flagship got underway and stood in toward the bar. At 2:10 she hoisted the white flag at her fore. At 2:25 she came to anchor to the westward of the Spindle, bearing from us W. by N. At 3:20 boat left the *Princess Royal* with a flag of truce. At 3:35 met the enemy's boat. At 5:30 boats parted company and returned to their respective places.

[Telegram.]

HOUSTON, *May 6, 1864.*

No landing of troops at Calcasieu. Two gunboats over the Calcasieu bar and in the river. Griffin was to attack them this morning at daylight.

P. O. HÉBERT,
Brigadier-General, Commanding.

Major-General J. B. MAGRUDER,
Shreveport.

[Telegram.]

HOUSTON, *May 7, 1864.*

Colonel Griffin attacked the enemy at Calcasieu yesterday morning; captured gunboats *Granite City* and *Wave*, 16 guns and 80 prisoners. Can you spare Cook's regiment, or five companies of it, to guard prisoners at Hempstead?

JAMES E. SLAUGHTER.

Brigadier-General HAWES,
Galveston.

Message from Brigadier-General Hébert, U. S. Army.

SHREVEPORT, May 7, 1864.

* * * I have just received from General Hébert the following dispatch, dated at Houston to-day:

Griffin attacked the enemy at Calcasieu yesterday morning; captured 2 gunboats (*Granite City* and *Wave*), 16 guns and about 80 prisoners.

S. S. ANDERSON,
Assistant Adjutant-General.

General E. KIRBY SMITH,
Camden, Ark.

Reports of Colonel Griffin, U. S. Army.

HEADQUARTERS SABINE POST,
Sabine Pass, May 11, 1864.

SIR: I have the honor to submit the following as amendatory of my report* on the late engagement with the enemy at Calcasieu Pass: Owing to the hurried manner in which I wrote out my report and the multiplicity of other business on my hands, I omitted entirely to mention the names of the officers of the medical staff engaged with me on that occasion. Great credit and praise are due to Assistant Surgeons [John T.] Barton, Gordon, and [Geo. H.] Bailey for the indefatigable and energetic manner in which they discharged their duties. At the commencement of the battle a hospital was established at a vacant house, to which all wounded were carried as fast as possible. As soon as the wounded of my command were disposed of, they lent all their aid to the Federal medical officer. Only one capital operation was performed upon the soldiers of my command, but there were nine capital operations performed upon the officers and crew of the *Granite City*. I thought it very strange when I went on board the *Granite City* that there were so many seriously wounded and so few dead. It will now be explained. Five dead bodies have washed ashore, to which weights had been attached and then thrown overboard. How many more dead were thrown overboard of course will never be known. I was aboard the *Granite City* when the knave ran up the white flag. I could after that plainly see pistols, guns, swords, etc, being thrown overboard. It is said an iron safe was also thrown into the pass. They attempted to throw overboard two Dahlgren howitzers, but failed in doing so. The probability is, therefore, that some 15 or 20 of the enemy were killed in the late battle. It is due to Dr. Gordon to say that all operations performed on the *Granite City*, with one exception, were performed by him.

I have the honor to be, sir, very respectfully, your most obedient servant,

WM. H. GRIFFIN,
Colonel 21st Texas Infantry, Commanding.

Captain L. G. ALDRICH,
Assistant Adjutant-General, Houston, Tex.

*Not found.

HEADQUARTERS SABINE POST,
Sabine Pass, Tex., May 17, 1864.

SIR: I have the honor to submit the following more detailed statement of the captured prisoners, the killed and wounded, in the late engagements with the enemy at Calcasieu Pass on the 6th and 10th instant:

Federal prisoners.

Captured on the 6th instant.....	166
Captured on the 10th instant.....	7
Captured since on the Mermentau River.....	1

Total captured.....	174
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Of the above there were—

Commissioned officer of the Army.....	1
Commissioned officers of the Navy.....	27
Noncommissioned officers and privates of the Army.....	27
Petty officers, seamen, etc., of the Navy.....	103
Negroes (7 Northern and 8 Southern).....	15
Captain Jack Nelson.....	1

Total.....	174
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Sent to Houston May 9, 1864.....	133
Captain Jack Nelson sent to Houston.....	1
Sent to Houston May 12.....	19
In hospital on steamer <i>Wave</i>	13
In charge of Colonel Griffin.....	1
In charge of Major McReynolds.....	1
In charge of Assistant Surgeon Gordon.....	1
In charge of Captain Lubbeck.....	1
Died from wounds.....	4

Total.....	174
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Negroes captured.

Sent to Houston May 9, 1864.....	10
In charge of Colonel Griffin.....	1
In charge of Major McReynolds.....	1
In charge of Assistant Surgeon Gordon.....	1
In charge of Captain Lubbeck.....	1
In hospital on <i>Wave</i> (cook).....	1

Total.....	15
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Besides the prisoners who have died from their wounds, 7 others were severely wounded and 11 or 12 slightly. It will be impossible to ascertain the number who were killed in battle, as they were all thrown overboard. Several have broken loose from their weights and floated ashore, and others have been fished up from where they had been thrown. From the best information that I have been able to ascertain I suppose that from 15 to 20 were killed in action and thrown overboard.

I have the honor to be, very respectfully, your obedient servant,

WM. H. GRIFFIN,
Colonel, Twenty-first Texas Infantry.

Captain L. G. ALDRICH,
Assistant Adjutant-General, District of Texas, etc., Houston, Tex.

Return of casualties in the Confederate forces at Calcasieu Pass, May 6, 1864.

[Compiled from nominal list of casualties.]

Command.	Killed.		Wounded.		Aggregate.
	Officers.	Men.	Officers.	Men.	
Twenty-first Texas.....		5	* 1	3	9
Daly's battallon.....		2		† 2	4
Spaight's battallon.....				‡ 1	1
Creuzbaur's battery.....		1		‡ 6	7
Total.....		8	1	12	21

* Lieut. N. E. Iglehart, wounded.

† One man mortally wounded.

‡ Two men mortally wounded.

Letter from Rear-Admiral Farragut, U. S. Navy, to Commodore Adams, U. S. Navy, Government coal agent at Philadelphia.

U. S. FLAGSHIP HARTFORD,
Off Pensacola, May 7, 1864.

COMMODORE: Your letter in relation to the coal has been received.

We do not want coal sent to Ship Island. I send it there as we require it by a Government vessel. The demurrage of the *New England* at Ship Island last year would have paid for her. This port and New Orleans are the only places where coal is wanted. Commodore Palmer sends the vessels, as they arrive at South West Pass, down the coast of Texas.

We require about two-fifths of the entire quantity for the Mobile blockade. You can send any draft of vessel below 22 feet to this place; but to New Orleans they should not be of more than 12 or 14 feet.

Very respectfully and truly, yours,

D. G. FARRAGUT,
Rear-Admiral.

Commodore H. A. ADAMS, U. S. Navy,
Government Coal Agent, Philadelphia.

Order of Rear-Admiral Farragut, U. S. Navy, to the commanding officers of the U. S. S. Oneida and U. S. ship Potomac, transferring them to command ironclads.

U. S. S. HARTFORD,
Pensacola, May 7, 1864.

SIR: You are hereby detached from the U. S. S. *Oneida* and you will report to Commodore James S. Palmer, commanding First Division Western Gulf Blockading Squadron, for the command of one of the ironclads.

You will take passage to New Orleans in the *Buckthorn*.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Acting Master EZRA LEONARD, U. S. Navy,
U. S. S. Oneida.

[Order of same date and like tenor to Acting Volunteer Lieutenant George D. Upham, U. S. Navy, of the U. S. ship *Potomac*.]

Order of Rear-Admiral Farragut, U. S. Navy, to Acting Volunteer Lieutenant Godfrey, U. S. Navy, commanding U. S. S. Buckthorn, to proceed to New Orleans, carrying mail for the squadron.

U. S. S. HARTFORD,
Pensacola, May 7, [1864].

SIR: You will proceed with the U. S. S. *Buckthorn* under your command to New Orleans and report to Commodore J. S. Palmer, commanding First Division of the Western Gulf Squadron, to whom you will deliver the mail.

You will run directly from Pensacola to Pass à l'Outre and will not approach the blockading squadron off Mobile. I am thus particular, to prevent your creating a second time the difficulty and loss to the Government you caused by your ignorance of everything like moral order and discipline, in running within the line of blockade; and it appears that you were actually running into Mobile Bay, when one of the gunboats slipped her cable, lost her anchor, and gave chase to you, believing that you were a blockade runner trying to enter the port, and then, to make things worse you permitted him to chase you 26 miles before you hove to, and it was then only by a shot.

But for the fact of your good conduct before Port Hudson, for which I recommended you for promotion to the Government, I should now have recommended you to a court-martial.

Respectfully,

[D. G. FARRAGUT],
Rear-Admiral.

Acting Volunteer Lieutenant GODFREY, U. S. Navy,
Commanding U. S. S. *Buckthorn*.

P. S.—Since writing the above I find that it is necessary that your vessel should stop off Mobile. Your orders are therefore so far modified that you will communicate with Captain T. A. Jenkins, of the *Richmond*, delivering the dispatches addressed to him, and then proceed to Pass à l'Outre.

D. G. FARRAGUT.

Order of Rear-Admiral Farragut, U. S. Navy, to Commodore Palmer, U. S. Navy, regarding articles to be shipped from New Orleans.

U. S. S. HARTFORD,
Pensacola, May 8, [1864].

SIR: I send the *Buckthorn* to New Orleans for the purpose of getting her guns and anything else which may be there for her. Put on board also copper enough for another streak, and if she will carry them, the guns for the other tugs which are ordered out here, and any portion of their iron bulwarks.

The instant the above things are shipped send her back to this place.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Commodore PALMER,
Comdg. First Division West Gulf Blockdg. Squadron.

P. S.—This place is perfectly healthy, so telegraph to Fort Pike to prevent any detention of the *Glasgow*, which will be there, most likely, before this reaches you.

D. G. F.

Order of Captain Marchand, U. S. Navy, to Lieutenant-Commander Henry, U. S. Navy, commanding U. S. S. Owasco, regarding blockade duty.

U. S. STEAM SLOOP LACKAWANNA,
Off Galveston, May 9, 1864.

SIR: You will be pleased to proceed without delay with the *Owasco* to Sabine Pass and report to Commander M. B. Woolsey for the blockade of that place or Calcasieu River.

Very respectfully, your obedient servant,

J. B. MARCHAND,
Captain, Comdg. Third Division West Gulf Blockdg. Squadron.

Lieutenant Commander E. W. HENRY,
Commanding U. S. Gunboat Owasco.

Order of Captain Jenkins, U. S. Navy, to commanding officers on the Mobile blockade.

U. S. STEAM SHIP RICHMOND,
Blockade off Mobile, May 9, 1864.

Commanders of all vessels on the blockade off Mobile Bay, and at Grant's Pass, in Mississippi Sound, will have one or more guard boats rowing guard within half a mile distance of their respective vessels and between them and the entrances of the bay from which the enemy might approach, from dark until daylight every night when the weather is suitable.

Very respectfully,

THORNTON A. JENKINS,
Captain, Comdg. Second Division West Gulf Blockdg. Squadron.

Order of Captain Marchand, U. S. Navy, to the senior naval officer off Pass Cavallo, regarding the coal schooner Louisa A. Johnson.

U. S. STEAM SLOOP LACKAWANNA,
Off Galveston, May 9, 1864.

SIR: Since the coal schooner *Louisa A. Johnson* left here, another coal vessel has arrived. You will therefore keep the *Louisa A. Johnson* at Pass Cavallo until her cargo is discharged, and then direct her to return to the South-West Pass of the Mississippi.

Should, however, a coal vessel reach Pass Cavallo with orders direct to that place (as I anticipate there will), then you will please send the *Louisa A. Johnson* to this place to be finally discharged.

Very respectfully, your obedient servant,

J. B. MARCHAND,
Captain, Comdg. 3d Div. West Gulf Blockdg. Squadron, Coast Texas.

The Senior OFFICER,
Off Pass Cavallo, Texas.

Report of Rear-Admiral Farragut, U. S. Navy, regarding an anticipated attack by the enemy upon the blockading vessels off Mobile.

No. 166.]

FLAGSHIP HARTFORD,
Off Pensacola, May 9, 1864.

SIR: All the late accounts from Mobile agree in representing Buchanan as making exertions to get camels large enough to float the ram *Tennessee* over Dog River Bar, and no doubt is felt of his success, and the public mind in the rebel States is in such a state of excitement, in consequence of the disaster of General Banks and the success of the rebel ram in North Carolina, that they say he will be compelled to come out and attack us with his whole force, which, as I have before informed the Department, consists of seven vessels (four ironclads and three wooden gunboats), besides the *Nashville*, which is finished with the exception of the plating. She is a facsimile of the *Tennessee*.

The *Tennessee* is plated with 6-inch iron and armed with six Brooke rifles of 6 and 7 inch caliber.

The *Tuscaloosa* and *Huntsville* are plated with 4-inch iron.

The other boats all have one or two Brooke rifles of from 100 pounds to 150 pounds, and the rest of their battery IX-inch guns.

The *Morgan*, *Gaines*, and *Selma* are much the same as our gunboats, perhaps better armed for long fighting, but if they come outside that will not serve them.

Thus you perceive that I am in hourly expectation of being attacked by almost an equal number of vessels, ironclads against wooden vessels, and a most unequal contest it will be, as the *Tennessee* is represented as impervious to all their experiments at Mobile, so that our only hope is to run her down, which we shall certainly do all in our power to accomplish; but should we be unsuccessful the panic in this part of the country will be beyond all control. They will imagine that New Orleans and Pensacola must fall.

New Orleans is well defended. The forts have each two XV-inch guns, and at range that I think would destroy any vessel; but this place has not a gun that would hurt a 4-inch plated vessel at the distance the forts will be compelled to fire at them. X-inch shell guns are the heaviest they have and only four of them, all on different bastions. One ironclad in Pensacola would be worth all the forts under the present circumstances; their ironclads would be afraid to come out to threaten New Orleans or Pensacola. If New Orleans, one ironclad would be on his trail up the river. If Pensacola, she would probably have an overmatch in the ironclad's XV-inch gun and which, if placed between the forts, would lessen the distance to be fired at one-half.

I fully understand and appreciate my situation. The experience I had of the fight between the *Arkansas* and Admiral Davis's vessels on the Mississippi showed plainly how unequal the contest is between ironclads and wooden vessels in loss of life, unless you succeed in destroying the ironclad. I, therefore, deeply regret that the Department has not been able to give us one of the many ironclads that are off Charleston and on the Mississippi. I have always looked for the latter, but it appears that it takes us twice as long to build an ironclad as anyone else. It looks as if the contractors and the fates are against us. While the rebels are bending their whole energies to the war, our people appear to be expecting the war to close by default, and if they do not awake to a sense of their danger soon it will be so.

But be assured, sir, that the Navy will do its duty, let the issue come when it may, or I am greatly deceived. I think you have many ready and willing to make any sacrifice their country can require of them. All I ask of them is to do their whole duty; the result belongs to God.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Rear-Admiral Farragut, U. S. Navy, requesting additional guns for the protection of Pensacola Harbor.

FLAGSHIP HARTFORD,
Off Pensacola, May 9, 1864.

SIR: I would most respectfully suggest that an application be made to the War Department to have two XV-inch guns placed on the old Spanish battery at Barrancas and two in an earthwork on the beach on the western front of Fort Pickens, as I think they would be sufficient to render this port safe against the entrance of almost any enemy.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding Western Gulf Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Letter from the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, regarding disposition of captured blockade runners.

NAVY DEPARTMENT, *May 9, 1864.*

SIR: I have received your No. 134, dated the 22d ultimo, relative to the disposition of blockade runners.

The letter of February last, to retain all British blockade runners, is revoked, and the enclosed instructions will be observed in future. Please furnish the U. S. marshal at New Orleans with a copy of them.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Rear-Admiral D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron, New Orleans.

Instructions from the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, regarding the disposition of persons captured on blockade runners.

NAVY DEPARTMENT, *May 9, 1864.*

SIR: The following instructions will hereafter be observed with regard to the disposition of persons found on board vessels seized for breach of blockade:

1st. Bona fide foreign subjects captured in neutral vessels, whether passengers, officers, or crew, can not be treated as prisoners of war, unless guilty of belligerent acts, but are entitled to immediate release. Such as are regarded as witnesses may be detained for that purpose, and when their testimony is secured they must be unconditionally released.

2d. Foreign subjects captured in vessels without papers or colors or those sailing under the protection and flag of the insurgent Government or employed in the service of that Government are subject to treatment as prisoners of war, and if in the capacity of officers or crew are to be detained. If they were passengers only and have no interest in the vessel or cargo and are in no way connected with the insurgent Government, they may be released.

3d. Citizens of the United States, captured either in neutral or rebel vessels, are always to be detained, with the following exceptions: If they are passengers only, have no interest in vessel or cargo, have not been active in the rebellion or engaged in supplying the insurgents with munitions of war, etc., and are loyally disposed, they may be released on taking the oath of allegiance. The same privilege may be allowed to any of the crew that are not seafaring men, of like antecedents, and who are loyally disposed.

4th. Pilots and seafaring men, excepting bona fide foreign subjects, captured in neutral vessels, are always to be detained. These are the principal instruments in maintaining the system of violating the blockade, and it is important to hold them. Persons habitually engaged in violating the blockade, although they may not be serving on board the vessels, are of this class, and are to be likewise detained.

5th. When there is reason to doubt that those who claim to be foreign subjects are in reality such, they will be required to state under oath that they have never been naturalized in this country, have never exercised the privileges of a citizen thereof by voting or otherwise, and have never been in the pay or employment of the insurgent or the so-called "Confederate Government." On their making such statement they may be released, provided you have not evidence of their having sworn falsely. The examination in cases that are doubtful should be rigid.

6th. When the neutrality of a vessel is doubtful or when a vessel claiming to be neutral is believed to be engaged in transporting supplies and munitions of war for the insurgent Government, foreign subjects captured in such vessel may be detained until the neutrality of the vessel is satisfactorily established. It is not advisable to detain such persons under this instruction unless there is good ground for doubting the neutrality of the vessel.

7th. Parties who may be detained under the foregoing instructions are to be sent to a Northern port for safer custody unless there is a suitable place for keeping them within the limits of your command and the Department furnished with a memorandum in their cases, respectively.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron, New Orleans.

Order of Rear-Admiral Farragut, U. S. Navy, to Captain Marchand, U. S. Navy, to transfer the command of the third division and proceed off Mobile.

U. S. S. HARTFORD,
Pensacola, May 10, [1864].

SIR: If you have gotten out the *Harriet Lane*, or she has been abandoned by the parties who made the offer, I wish you to turn over the division to Commander Woolsey and come up to Mobile, so that I can have the use of your ship and your head here in a case of great importance, and at the same time send the men home whose times have expired.

It is now supposed that the rebels have become so jubilant that they have determined to attack New Orleans by land and sea. Buchanan has been delayed with the ram *Tennessee*, but is now likely to succeed in getting her over Dog River Bar, and will then make an attack upon us, and if he can drive us off he will run for the Mississippi and go up to New Orleans, if he can, and the army will come in from above, and the people rise in the city at the same time, so that I want all the heavy vessels here at present. He will be out in a week, so says my informant. This is now the plan.

Walker has gone home, and I shall keep the *Ossipee* here also.

I hope you have been more successful down on the coast of Texas in blockading than here. Vessels have made two or three trips without being seen even.

After this great depression is over—in other words, after we have a success—we will be able to make a change again.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Captain J. B. MARCHAND,
Comdg. Third Division Western Gulf Blkdg. Squadron.

Order of Captain Jenkins, U. S. Navy, to Lieutenant-Commander Morris, U. S. Navy, commanding U. S. S. Port Royal, to proceed off Mobile.

U. S. S. RICHMOND,
Off Mobile Bar, May 10, 1864.

SIR: At daylight of the following day after receiving this order you will proceed from Mississippi Sound to this place and report yourself in the U. S. S. *Port Royal*, under your command.

Respectfully, etc.,

THORNTON A. JENKINS,
Second Division Western Gulf Blockading Squadron.

Lieutenant-Commander GEO. U. MORRIS,
Commanding U. S. S. *Port Royal*, Mississippi Sound.

Order of Rear-Admiral Farragut, U. S. Navy, to Lieutenant-Commander Maxwell, U. S. Navy, to assume temporary command of the U. S. S. Octorara.

U. S. S. HARTFORD,
Pensacola, May 10, [1864].

SIR: Your orders to the *Lackawanna* are hereby revoked, and you will proceed by the first opportunity to New Orleans and report to Commodore J. S. Palmer for the command temporarily of the U. S. S. *Octorara*.

Very respectfully,

[D. G. FARRAGUT],
Rear-Admiral.

Lieutenant-Commander JAMES G. MAXWELL,
On board the *Pinola*, off Pensacola.

Order of Captain Marchand, U. S. Navy, to Acting Volunteer Lieutenant Brown, U. S. Navy, for the transportation of deserters to New Orleans.

U. S. STEAM SLOOP LACKAWANNA,
Off Galveston, May 11, 1864.

SIR: The following deserters from the rebel Army came off to this squadron on the 2d instant. You will be pleased to take them to New Orleans, subject to the order of Commodore Palmer, commanding naval forces there:

Bernard Aysen, William Koch, Oscar Meane, Julius Ludwig, Anton Hess, August Haman, John G. Rein, Henry Cook.

Very respectfully, your obedient servant,

J. B. MARCHAND,
Captain, Comdg. 3d Div. West Gulf Blockdg. Squad., Coast Texas.

Acting Volunteer Lieutenant CHARLES H. BROWN,
Commanding U. S. S. *Virginia*, off Galveston.

Report of Captain Marchand, U. S. Navy, regarding the sending of the U. S. S. Virginia to New Orleans for repairs.

U. S. STEAM SLOOP LACKAWANNA,
Off Galveston, May 11, 1864.

SIR: The arrival of the *Gertrude* has permitted me to order a survey on the *Virginia*. A report of the board, stating that immediate repairs are required, which can not be done at sea, I have the honor herewith to send.

The *Virginia* will leave to-day for New Orleans.

Very respectfully, your obedient servant,

J. B. MARCHAND,
Captain, Comdg. 3d Div. West Gulf Blockdg. Squadron, Coast Texas.

Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron.

Order of the Commandant navy yard, New York, to Captain Alden, U. S. Navy, commanding U. S. S. Brooklyn.

NAVY YARD, NEW YORK, *May 11, 1864.*

SIR: The Department directs that the *Brooklyn*, under your command, will leave, in obedience to the orders you have received, as early as possible.

Respectfully, your obedient servant, .

H. PAULDING,
Commandant.

Captain JAMES ALDEN,
Commanding U. S. S., Brooklyn, New York.

Memorandum.—Received off Mobile, June 21, 1864, we having sailed the day previous to its date.

J. A.

Report of Captain Marchand, U. S. Navy, of operations of Third Division West Gulf Blockading Squadron.

U. S. STEAM SLOOP LACKAWANNA,
Off Galveston, May 11, 1864.

SIR: I have the honor to report transactions in the Third Division of the West Gulf Blockading Squadron.

On the 26th ultimo the *Arkansas* arrived after delivering stores at Pensacola, Ship Island, Pass Cavallo, etc., leaking badly. After a few hours' delay she proceeded to New Orleans via Sabine Pass, agreeably to orders given by Commodore Palmer.

The *Augusta Dinsmore*, which had been dispatched down the coast as far as Tampico, returned to this place on the 28th ultimo with disabled rudder and was immediately sent to New Orleans, also by the way of Sabine Pass.

The night of the 29th ultimo being dark and foggy, a small schooner succeeded in running into Galveston Bay, by keeping close to Galveston Island, but not without being seen and chased by the *Kineo* into shoal water and afterward by her boat nearly inside the guns of Fort Point.

On the morning of the 5th instant a steamer was seen for a few moments in Galveston Bay; the weather was thick and it is unknown whether it was one that succeeded in running in. The deserters who subsequently came off knew nothing of her.

Your communication of the 25th ultimo, directing that the *Granite City* should be sent to aid the *Estrella* in Matagorda Bay, was received by the *Sciota*, which arrived here on the 9th instant. The *Granite City* has not yet reported as being on the Texas blockade, but learning that she was off Calcasieu, I immediately dispatched the *New London* for her. Neither of the two latter vessels have yet come.

Deserters from the rebel Army came off to the squadron on the 2d instant, 8 came on board, but bringing no especial news.

Coal for the squadron had become a subject of anxiety, and I dispatched a schooner from this place with 100 tons to be divided between the *Kanawha* and *Estrella* at Pass Cavallo. Since then another has reached here with 370 tons available coal, and I have been informed that a coal brig is on her way from the Mississippi River to Sabine Pass.

Since my last report the following vessels have been captured, viz:

Schooner *Alma*, from a Mexican port, with army blankets, etc.

Schooner *Lilly*, from Havana.

Schooner *Fanny*, from Havana, with arms, etc.

Schooner *Laura*, from Havana.

Schooner *Agnes*, from Velasco, with 155 bales of cotton.

Schooner *Frederick II*, from Velasco, with 114 bales of cotton.

Schooner *Experiment*, from Galveston, with 31 bales cotton.

And from the cargo of the steamer *Alice*, which was thrown overboard whilst being chased by the *Katahdin* on the 1st instant, the *Virginia* picked up about 80 bales of cotton and the *Chocura* about 21, as it drifted by San Luis Pass and the Brazos River.

The schooner *Experiment*, above referred to, was found unseaworthy, and Acting Volunteer Lieutenant Brown, of the *Virginia*, took out her cargo and burned the vessel.

Very respectfully, your obedient servant,

J. B. MARCHAND,

Captain, Comdg. 3d Div. West Gulf Blockdg. Squadron, Coast Texas.

Rear-Admiral D. G. FARRAGUT,

Commanding West Gulf Blockading Squadron.

Order of Captain Jenkins, U. S. Navy, to Lieutenant-Commander Morris, U. S. Navy, defining position on blockade.

U. S. S. RICHMOND,

Blockade off Mobile, May 12, 1864.

SIR: You will occupy the position with the U. S. S. *Port Royal*, under your command, at present occupied by the *Albatross*—that is to say, the center of the Main Ship Channel leading into Mobile Bay, with the remains of Sand Island light-house bearing by compass N. N. W. $\frac{1}{2}$ W., and in between $8\frac{1}{2}$ fathoms and $7\frac{1}{2}$ fathoms water.

The *Albatross* will withdraw immediately on your assuming her position.

Very respectfully,

THORNTON A. JENKINS,

Capt., Comdg. Second Division, Western Gulf Blockdg. Squadron.

Lieutenant-Commander GEO. U. MORRIS,

Commanding U. S. S. Port Royal.

Letter from Captain Drayton, U. S. Navy, to Captain Jenkins, U. S. Navy, regarding various matters pertaining to the squadron.

U. S. FLAGSHIP HARTFORD,

Off Pensacola, May 13, 1864.

MY DEAR JENKINS: The *Bermuda* has just arrived, and I have no time to write. I will try and get your vessels out. The *Lackawanna* is ordered up, and the *Brooklyn* must be out in a day or two, and the *Galena* is at Key West. I send you 50 Navy Registers for distribution; more later.

The *Glasgow* leaves to-night for New Orleans, the *Bermuda* perhaps not before morning.

They say some ironclads are coming out to us; if they don't soon, and "Buch." gets out, I doubt if we can, with all our ramming, do him much harm, and if he does us any, I believe the stampede in New Orleans will be such as to risk us the city.

Fortune has certainly deserted us, whether through our own fault or her fickleness I don't know, but I think a good deal of the first.

I can't say any more without keeping the *Ossipee*.

I have ordered to you a third assistant, brother of your chief engineer; you can keep him as a spare.

Yours, truly,

P. DRAYTON.

Letter from Captain Drayton, U. S. Navy, to Captain Jenkins, U. S. Navy, desiring information regarding the C. S. ram Tennessee.

U. S. FLAGSHIP HARTFORD,
Off Pensacola, May 13, 1864.

MY DEAR JENKINS: Can't you get us some information about the *Tennessee*? You may depend on it that in their high state of exhilaration the enemy will be out on us as soon as he can. Let them keep an occasional lookout at Grant's Pass, and try and pick up some refugees, although now, that fortune is turning, they will stop running, I suppose.

One hundred and forty-eight men were sent for us by *Bermuda*, and Bailey seized them en route, on some excuse or other, and the worst of it [is], they say, does not stand in need of them.

Albatross goes home. *Seminole* and *Penguin* will be out in a day or two. *Kennebec* and *Pinola* in two weeks.

I have sent in Navy Registers to *Vincennes*, *Narcissus*, and *Cowslip*.

Please let me know how many you give to each vessel. Your brasses from Ship Island go by *Cowslip*.

Yours, truly,

P. DRAYTON.

Captain JENKINS,
U. S. S. *Richmond*.

Letter from Captain Marchand, U. S. Navy, to the senior naval officer at Pass Cavallo, regarding vessels for Matagorda Bay.

U. S. STEAM SLOOP LACKAWANNA,
Off Galveston, May 13, 1864.

SIR: It is desirable that two armed vessels should, for the present, be stationed in Matagorda Bay. I have therefore ordered the *Arizona*, the lightest draft gunboat available for that purpose, if she can safely cross the bar and be useful.

Very respectfully, your obedient servant,

J. B. MARCHAND,
Capt., Comdg. 3d Div. West Gulf Blockdg. Squadron, Coast Texas.

The SENIOR NAVAL OFFICER,
Pass Cavallo, Texas.

Report of Rear-Admiral Farragut, U. S. Navy, regarding certain vessels of his command.

FLAGSHIP HARTFORD,
Off Pensacola, May 13, 1864.

SIR: I have the honor to report to the Department the arrival at New Orleans of the U. S. S. *Cornubia* on the 8th instant, and of the *Pocohontas* on the 9th.

I have heard by the *Bermuda*, which arrived this morning, that the *Galena* was at Key West undergoing some slight repairs to her machinery.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding Western Gulf Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of Rear-Admiral Farragut, U. S. Navy, to Commodore Palmer, U. S. Navy, regarding the forwarding of guns to Pensacola.

U. S. S. HARTFORD,
Pensacola, May 13, [1864].

SIR: Send the *Cornubia* round here as soon as she is ready for service and you can spare her.

I do not feel satisfied at leaving our large guns at New Orleans. Whenever an opportunity offers, send them here. Some may come, perhaps, by the *Cornubia*, and I will send you the *Tennessee* when I can for the others. I want particularly the rifle guns, beginning with the heaviest.

I am, very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Commodore J. S. PALMER,
Comdg. 1st Div. Western Gulf Blockdg. Squadron, New Orleans.

Order of Rear-Admiral Farragut, U. S. Navy, to Commander Woolsey, U. S. Navy, to assume command of the naval force on coast of Texas.

U. S. S. HARTFORD,
Pensacola, May 13, [1864.]

SIR: On the receipt of this, you will at once proceed to Galveston, where Captain Marchand is directed to turn over to you the charge of the vessels on the coast of Texas.

He will give up whatever orders he has, by which you will be guided, and under them make the best disposition of the forces under your control. Whenever it is possible to do so, keep two vessels inside of Matagorda Bay, as I do not consider one to be secure from surprise.

Hereafter do not listen to any proposals which have in view the permitting of cotton to come out of any port in your blockade.

I am, very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Commander M. B. WOOLSEY,
U. S. S. Princess Royal, Sabine Pass.

Order of Rear-Admiral Farragut, U. S. Navy, to Lieutenant-Commander Maxwell, U. S. Navy, commanding U. S. S. Pinola.

U. S. S. HARTFORD,
Pensacola, May 13, [1864].

SIR: You will take command of the U. S. S. *Ossipee* and proceed with her off Mobile, where you will be relieved by Commander W. E. Le Roy.

On being relieved you will then assume command temporarily of the *Oneida*.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Lieutenant-Commander J. G. MAXWELL,
On board the Pinola, Pensacola Bay.

Order of Rear-Admiral Farragut, U. S. Navy, to Commander Le Roy, U. S. Navy, regarding change of command.

U. S. S. HARTFORD,
Pensacola, Fla., May 13, [1864].

SIR: You are hereby detached from the U. S. S. *Oneida* and you will take command of the U. S. S. *Ossipee*.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Commander W. E. LE ROY, U. S. Navy,
Commanding U. S. S. Oneida.

Order of Rear-Admiral Farragut, U. S. Navy, to Lieutenant-Commander Maxwell, U. S. Navy, regarding change of command.

U. S. S. HARTFORD,
Pensacola, May 14, [1864].

SIR: On being relieved by Lieutenant-Commander W. W. Low of the command of the *Oneida*, you will proceed on the first opportunity to New Orleans and report to Commodore Palmer for the command of the U. S. S. *Octorara*.

Very respectfully,

[D. G. FARRAGUT],
Rear-Admiral.

Lieutenant-Commander J. G. MAXWELL,
U. S. S. Oneida, off Mobile.

Order of Rear-Admiral Farragut, U. S. Navy, to Acting Volunteer Lieutenant Beers, U. S. Navy, commanding U. S. S. Penguin, to proceed on special duty to Key West.

U. S. S. HARTFORD,
Pensacola, May 14, [1864].

SIR: So soon as your vessel [U. S. S. *Penguin*] is ready for sea you will proceed at once to Key West, Fla., and report to Acting Rear-Admiral Bailey, commanding Eastern Gulf Squadron, delivering the accompanying dispatch.

You will bring back with you the recruits which he will deliver you.

If there is the least suspicion of there being any yellow fever at Key West, you will allow no communication whatever with the shore, except such as may be necessary to comply with the above order.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Acting Volunteer Lieutenant JAMES R. BEERS, U. S. Navy.

[Enclosure.]

U. S. S. HARTFORD,
Pensacola, May 14, [1864].

DEAR ADMIRAL: There appears to have been a very serious mistake made by somebody (I do not know who) in transmitting the orders, accounts, etc., of 144 men recently sent from the North to the Western Gulf Blockading Squadron.

I understand from Captain Smith, of the *Bermuda*, that you had a letter from Commodore Stribling, stating that he believed the men were for the Eastern Gulf Squadron; which certainly was some justification for your keeping them, but if you had noticed it the transfer and accounts were sent to Fleet Paymaster Edward T. Dunn, and I herewith enclose you a copy of the letter from the Bureau of Equipment and Recruiting to me, which will, I hope, satisfy you that they were intended for this squadron and not for yours; and as we are at this moment exceedingly cramped for both officers and men, I have to request that you will send the men over to me in the *Penguin*, Acting Volunteer Lieutenant James R. Beers, who will deliver this letter to you.

I am, very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding Western Gulf Squadron.

Acting Rear-Admiral THEODORUS BAILEY, U. S. Navy,
Comdg. East Gulf Blockdg. Squadron, Key West, Fla.

Order of Rear-Admiral Farragut, U. S. Navy, to Lieutenant-Commander Low, U. S. Navy, to proceed to the Mobile blockade.

MAY 14, 1864.

Take passage in the *Seminole* for the Mobile blockade and report to Captain T. A. Jenkins for the command of the U. S. S. *Oneida*.

[D. G. FARRAGUT],
Rear-Admiral.

Lieutenant-Commander W. W. Low, U. S. Navy.

Report of Rear-Admiral Farragut, U. S. Navy, proposing to send the U. S. S. Albatross north for cleaning.

FLAGSHIP HARTFORD,
Off Pensacola, May 14, 1864.

SIR: I am sending the *Albatross* north, because the fleet and other surgeons consider her a pesthouse. She has had the fever each summer, and last year lost many men, and the commissioners who examined her reported that it was impossible to clean out her bilge without removing the garboard strake. I therefore send her to Portsmouth, N. H., as the fever has never been known to exist in that quarter. The vessel otherwise requires but little to be done to her.

I part with this vessel and her commander with great reluctance; she is one of the finest blockaders in the squadron; has always been one of the most prompt and active vessels, and her commander, Acting Volunteer Lieutenant Theodore B. Du Bois, one of the most energetic captains, and I therefore beg that the Department will not remove either the one or the other from this squadron.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Comdg. Western Gulf Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Captain Marchand, U. S. Navy, forwarding Confederate newspapers.

U. S. STEAM SLOOP LACKAWANNA,
Off Galveston, May 15, 1864.

SIR: I have the honor herewith to send a number of rebel newspapers received by flag of truce. They daily chronicle the movements and number of the blockading vessels.

Very respectfully, your obedient servant,

J. B. MARCHAND,
Captain, Comdg. 3d Div. West Gulf Blockdg. Squadron, Coast Texas.

Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron.

Letter from Captain Marchand, U. S. Navy, to Commander Woolsey, N. S. Navy, regarding matters pertaining to the Texas blockade.

U. S. STEAM SLOOP LACKAWANNA,
Off Galveston, May 15, 1864.

SIR: The *Sciota* has been ordered for your disposition, either on the blockade of Sabine Pass or Calcasieu, as you may deem necessary, and on her arrival please send the *Owasco* here for temporary repairs. At the time the *Owasco* was sent to you I had remaining here only the *Chocura*, *Sciota*, and *Gertrude*. The former had recently come from Sabine Pass by the admiral's order. The *Sciota* was laden with stores for the vessels below, and the *Gertrude's* draft and light battery prevented her from going.

Previously, when the *Cayuga* was sent to Sabine Pass, I had no recollection of any defect in her machinery.

After hearing of the loss of the *Granite City* it became necessary to recall the *Arizona* from San Luis Pass and order her into Matagorda Bay, as she is the only vessel on the blockade that can cross the bar, otherwise she should have been dispatched to you.

On the *Sciota* leaving, there will remain to blockade this place and send assistance elsewhere, if required, only the *Chocura*, *Aroostook*, and *Gertrude*.

Shortly the *Katahdin* will have to come here from San Luis Pass and lay with fires out for three days to repair boilers. The *Kanawha* is expected soon from the Rio Grande and another vessel will be required to take her place. Most probably she will require repairs on her return. Thus, with the injured *Katahdin* and *Owasco*, I can only keep a nominal blockade of this place.

It has always been a source of anxiety to me to reinforce you, and especially so since the *Harriet Lane* escaped, but I have been so cramped for vessels as to render it impossible.

From your letter of the 10th instant I have entertained every hope that the *Cayuga* was getting into running order, after the receipt of the valve from New Orleans, especially having heard nothing to the contrary since that time.

It is to be hoped that the admiral will send more vessels for the blockade of this coast on hearing of the loss of the *Granite City* and *Wave*, and I will make it a point that you shall have a fair proportion of them.

Very respectfully, your obedient servant,

J. B. MARCHAND,

Captain, Comdg. 3d Div. West Gulf Blockdg. Squadron, Coast Texas.

Commander M. B. WOOLSEY,

Comdg. U. S. S. Princess Royal and Senior Officer off Sabine Pass.

Order of Captain Marchand, U. S. Navy, to Lieutenant-Commander Perkins, U. S. Navy, commanding U. S. S. Sciota.

U. S. STEAM SLOOP LACKAWANNA,

Off Galveston, May 15, 1864.

SIR: You will be pleased to proceed with the *Sciota* to Sabine Pass and report to Commander Woolsey, senior officer there, for the blockade of that place or Calcasieu, as he may direct.

Very respectfully, your obedient servant,

J. B. MARCHAND,

Captain, Comdg. 3d Div. West Gulf Blockdg. Squadron, Coast Texas.

Lieutenant-Commander GEO. H. PERKINS,

Commanding U. S. Gunboat Sciota.

Order of Captain Marchand, U. S. Navy, to Lieutenant-Commander Henry, U. S. Navy, commanding U. S. S. Owasco, to proceed to Galveston.

U. S. STEAM SLOOP LACKAWANNA,

Off Galveston, May 15, 1864.

SIR: On the *Owasco* being relieved by the *Sciota* or such other vessel as Commander Woolsey, the senior officer on that part of the coast,

may send, you will please return to this place with the *Owasco*, communicating on the way with Commander Woolsey and exhibiting these instructions.

Very respectfully, your obedient servant,

J. B. MARCHAND,

Capt., Comdg. 3d Div. West Gulf Blkdg. Squadron, Coast Texas.

Lieutenant-Commander E. W. HENRY,

Commanding U. S. Gunboat Owasco.

Report of Lieutenant-Commander Taylor, U. S. Navy, commanding U. S. S. Kanawha, regarding the capture of the Mexican schooner Amanda.

U. S. GUNBOAT KANAWHA,
Off Pass Cavallo, Tex., May 16, 1864.

SIR: I have the honor to report that I seized the Mexican schooner *Amanda* on the 14th instant, on suspicion of attempting to violate the blockade.

At the time I made the capture Espiritu Santo Pass bore per compass W. $\frac{1}{4}$ N., distant about 6 miles, we being in 9 fathoms water. She claimed to be from Havana, bound to Matamoras.

She is a small schooner of from fifty to sixty tons, and laden with an assorted cargo. I placed a prize crew on board and sent her into New Orleans.

I am, sir, very respectfully, your obedient servant,

B. B. TAYLOR,

Lieutenant-Commander.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Letter from Rear-Admiral Farragut, U. S. Navy, to the Bureau of Equipment and Recruiting, regarding draft of men intended for the West Gulf Squadron.

U. S. S. HARTFORD,
Pensacola, May 16, 1864.

SIR: In sending out a draft of men in the supply vessel *Bermuda* the descriptive list was sent to the paymaster of the East Gulf and the accounts to the paymaster of the West Gulf Squadron, and nothing to the commanding officers of either squadron, except that Commodore Stribling wrote to Acting Rear-Admiral Bailey that he had no doubt but that the men were intended for his squadron. The commanding officer of the *Bermuda*, who had the accounts, said he thought otherwise, but Admiral Bailey said he would keep them upon Commodore Stribling's letter, and I do not blame him.

I have now sent over for the men, but do not know that he will send them. I have recently had to send home for discharge some 200 or 300 men, some of whom have been detained six months over their times. I have not men to man the ironclads to send up to the assistance of General Banks and Admiral Porter.

I hope, on another occasion, the Bureau will direct the commandant of the yard to write the officer commanding the squadron on the sub-

ject, that there may be no mistake, for such mistakes must be fatal to me, for, being at the extremity of the line, nothing will be likely to reach me.

Very respectfully,

[D. G. FARRAGUT],
Rear-Admiral.

Commodore A. N. SMITH, U. S. Navy,
Chief of Bureau of Equipment and Recruiting, Washington.

Report of Rear-Admiral Farragut, U. S. Navy, regarding the capture of a boat's crew from the U. S. S. Stockdale, May 16, 1864, and transmitting report of the commanding officer.

No. 200.]

FLAGSHIP HARTFORD,
Off Mobile, May 24, 1864.

SIR: I have to report the capture of Acting Ensign John Lowrie and Acting Third Assistant Engineer Samuel [James] Lockwood, and the death from wounds of Acting Master's Mate Gilbert H. Moore, all of the U. S. S. *Stockdale* (tinclad), now stationed in the lake.

The circumstances are detailed in the enclosed report (marked No. 1) of Acting Volunteer Lieutenant Thomas Edwards, commanding the *Stockdale*. I regret to say that the capture of the officers and the death of Mr. Moore were the consequence of the great indiscretion of the officers or that of Acting Ensign Lowrie.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

[Enclosure.]

U. S. S. STOCKDALE,
Lake Pontchartrain, May 17, 1864.

SIR: It becomes my painful duty to respectfully report to you the loss of three of my officers, Acting Ensign John Lowrie and Acting Third Assistant Engineer Samuel [James?] Lockwood, taken prisoners, and Acting Master's Mate Gilbert H. Moore, severely wounded and since died.

The circumstances of the capture are the following: On Monday morning, May 16, about 6 o'clock a. m., I went into the mouth of the Tchefuncta River, where the smugglers make it a practice of running whenever the opportunity affords. After I came to anchor the executive officer, Mr. Lowrie, reported to me he would like to go on the point at the mouth of the river and get some sand. I gave him the order to go and sent Mr. Moore as officer of the boat, with five men, well armed, and to have the bow gun trained upon the point. The boat went to the point and got the sand and came on board. Not having enough sand, Mr. Lowrie said he would like to go himself this time. I told him to go and be [back] as soon as possible, as I was going to get underway. He went, but instead of going to the point after the sand, he went about 400 yards up river from the point into the mouth of a small bayou, where it was thickly wooded, and the

moment the boat struck the shore a whole company fired into them. The men immediately jumped overboard (three colored men and one white man) and the officers, by their staying in the boat, stopped to fight them, I think. I immediately commenced firing my bow guns (30-pounder Parrotts) with 5-second shell, and they left, but taking Mr. Lowrie and Mr. Lockwood with them, leaving Mr. Moore overboard wounded. As I was lying about 400 [yards] from where the boat landed, I immediately steamed up to where my men were and got them and the boat, still shelling the woods, but wounding only two or three, which I have since learned. I then went to Mandeville; sent on shore by flag of truce to get my officers, if killed. I was informed that Mr. Lowrie was wounded in the shoulder and Mr. Lockwood in the hand. I also gained intelligence that this was an expedition of cavalry, commanded by a Lieutenant-Colonel Hill, for the purpose of capturing the *Stockdale*, should she go into the Tchefuncta River on Sunday night. For this purpose they had six boats at Lewisburg, but on Sunday afternoon I went and took them all and did not go into the Tchefuncta River on Sunday night. They also had a man in a small boat to make a signal should I come in the river; him I took as a prisoner. I also have learned since that they have three companies of cavalry about 3 miles back of Lewisburg, [La.] I also respectfully report the capture of a man in a small boat running the blockade on Sunday morning; he threw everything overboard before I reached him.

I have the honor to be, sir, very respectfully, your obedient servant,
 THOMAS EDWARDS,
Acting Volunteer Lieutenant.

Commodore JAMES S. PALMER,
Commanding Naval Forces, New Orleans, La.

Stations of vessels composing the West Gulf Blockading Squadron.

FLAGSHIP HARTFORD,
Off Pensacola, May 17, 1864.

SIR: I have the honor to report to the Department the following as the disposition of the vessels of my squadron on the 15th instant:

Name.	Station.	Class.
Bloomer.....	Off east end of Santa Rosa Island.....	Steamer.
Charlotte.....	do.....	Sailing vessel.
Hartford.....	Off Pensacola.....	Steamer.
Seminole.....	do.....	Do.
Kennebec.....	do.....	Do.
Pinola.....	do.....	Do.
Penguin.....	do.....	Do.
Albatross.....	do.....	Do.
Tennessee.....	do.....	Do.
Buckthorn.....	do.....	Steam tug.
Arthur.....	do.....	Sailing vessel.
W. G. Anderson.....	do.....	Do.
Kittatinny.....	do.....	Do.
Potomac.....	do.....	Do.
J. C. Kuhn.....	do.....	Do.
Nightingale.....	do.....	Do.
Conemaugh.....	Off Mobile.....	Steamer.
Genesee.....	do.....	Do.
Itasca.....	do.....	Do.
Metacombet.....	do.....	Do.
Onida.....	do.....	Do.

Stations of vessels composing the West Gulf Blockading Squadron—Continued.

Name.	Station.	Class.
Ossipee	Off Mobile	Steamer.
Pembina	do	Do.
Fort Royal	do	Do.
Richmond	do	Do.
Vincennes	Off Ship Island	Sailing vessel.
Sebago	In Mississippi Sound	Steamer.
Cowslip	do	Steam tug.
Narcissus	do	Do.
Commodore	In Lake Pontchartrain	Tinclad.
Stockdale	do	Do.
Corypheus	do	Sailing vessel.
Monongahela	Off New Orleans (most of them undergoing repairs)	Steamer.
Octorara	do	Do.
J. P. Jackson	do	Do.
Calhoun	do	Do.
Antona	do	Do.
Fenobscot	do	Do.
Virginia	do	Do.
Cornubia	do	Do.
Tallahatchie (46)	do	Tinclad.
Elk (47)	do	Do.
Rodolph (48)	do	Do.
Carrabasset (49)	do	Do.
Portsmouth	do	Sailing vessel.
M. A. Wood	do	Do.
Fearnot	do	Do.
Meteor	At head of the Passes of Mississippi River	Tinclad.
Pampero	At South West Pass	Sailing vessel.
Nyanza	In Berwick Bay	Tinclad.
Glida	do	Do.
Pocahontas	Off Calcasieu	Steamer.
Aroostook	do	Do.
Princess Royal	Off Sabine Pass	Do.
Cayuga	do	Do.
Laokawanna	Off Galveston	Do.
Owaseo	do	Do.
Katahdin	do	Do.
Choenra	do	Do.
Selota	do	Do.
Gertruda	do	Do.
New London	do	Do.
Arizona	San Luis Pass	Do.
Klineo	Brazos River and off Velasco	Do.
Estrella	Pass Cavallo	Do.
Kanawha	Pass Cavallo and coast to the Rio Grande	Do.

The dispatch steam tugs *Glasgow* and *Jasmine* run between New Orleans and Pensacola.

The steam tugs *Ida* and *Hollyhock* are used in the Mississippi from New Orleans to the mouth.

The dispatch steam vessels *Arkansas* and *Augusta Dinsmore* run between New Orleans and the Texas coast.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Commanding Western Gulf Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Letter from Rear-Admiral Farragut, U. S. Navy, to Commodore Palmer, U. S. Navy, regarding general matters.

U. S. S. HARTFORD,
Pensacola, May 17, [1864].

COMMODORE: You can let Mr. Shock go home if you can possibly spare him on the 21st, as he wishes. I think he will be able to do something in the way of getting the articles for our repairs.

Our shop is going very finely; all we want is the steam hammer and a gate to our dock, and we will be able to repair any of our vessels. I find that the governor-general of Cuba does not object to docking his vessels on the private docks.

I can not tell what to do about the vessels at Calcasieu until Lieutenant-Commander Gillis comes down the river, then I think I will send an expedition down of ironclads and one or two light-draft vessels and see if we can not cut them out. Notify Marchand or the officers in the vicinity to give them assistance.

I have permitted a Miss Curren, who has a pass from Generals Reynolds and Bowen, to go round on the *Tennessee*. I wish you would send us round the large Parrott rifles and all the small guns and armor for the light-draft vessels coming out, so that I will not have to send them round to New Orleans.

Give no more passes to persons trading in the [Mississippi] Sound or off Mobile. The officers of the blockading vessels complain, and say they are only smugglers of liquors; they don't want them.

The Department has expressly said that officers must take the usual oath.

Enclosed I send copy of the dispatch of the Secretary of the Navy to whom I referred the matter.

Very respectfully,

D. G. FARRAGUT.

Commodore PALMER.

Report of Rear-Admiral Farragut, U. S. Navy, regarding orders given to six mortar vessels.

No. 190.]

FLAGSHIP HARTFORD,
Off Pensacola, May 18, 1864.

SIR: I have ordered North the six mortar vessels, viz, *Sarah Bruen*, *John Griffith*, *O. H. Lee*, *Orvetta*, *Sea Foam*, and *Henry Janes*, the last of which left this anchorage on the 10th instant.

These vessels have been sent North, partly in order that their mortars may be replaced, but principally because, in the opinion of the surgeons, the yellow fever which infected them last year would certainly break out again as soon as the warm weather sets in.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Rear-Admiral Farragut, U. S. Navy, proposing to send the U. S. ship Nightingale to Boston as unfit for use in his command.

No. 189.]

FLAGSHIP HARTFORD,
Off Pensacola, May 18, 1864.

SIR: Having nothing particular for the *Nightingale* to do, and finding that the surgeons consider her a pesthouse and are urging me to get her out of the fleet, I have determined to send her to Boston.

This ship has something peculiar in her construction; she damages her cargo so much by dampness that I am unable to make a storeship of her, and she could not be of the slightest service to me otherwise.

She takes home as her crew some sixty men, with a view to their discharge from the service. Her commander, Acting Volunteer Lieutenant E. D. Bruner, is a good officer, and I will be glad to have him back under my command after he has made his visit to his family.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

Letter from the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, giving cause of delay in forwarding materials for the squadron.

NAVY DEPARTMENT, May 18, 1864.

SIR: I have received your letter of the 27th ultimo, with regard to the delay in sending out materials required for your squadron.

The *Peacock*, as I advised you on the 5th instant, had to be sent to Baltimore for repairs, having put into Hampton Roads in distress, and sailed again on the 28th ultimo. Efforts will be made to prevent similar delays in future.

Very respectfully, etc.,

GIDEON WELLES,

Secretary of Navy.

Rear-Admiral D. G. FARRAGUT,

Commanding West Gulf Blockading Squadron, New Orleans.

Report of Captain Jenkins, U. S. Navy, regarding the escape into Mobile of a blockade runner, supposed to be the steamer Denbigh.

U. S. S. RICHMOND,

Off Mobile Bar, May 18, 1864.

SIR: At 3:30 o'clock this morning (a few minutes after the moon had set) one of the picket boats in the Swash Channel made signal that a strange steamer was running in along the beach. The *Itasca*, Lieutenant-Commander George Brown, being nearest to the picket boat and to the beach running east and west, slipped for the purpose of cutting her off from the port, he being at the time very near the beach; but, unfortunately, in spite of all the precautions which that zealous and attentive officer had taken to prevent fouling his propeller, the slip buoy rope was caught and prevented his moving farther than a few yards, enabling the blockade runner to get safely into port. The vessel was a side-wheel steamer, supposed to be the *Denbigh*.

In her passage in she encountered another picket boat, which promptly made the prescribed signal; but at that time she was too far in for the blockading vessels nearest to her to cut her off.

The officer in charge of the boat was well to the eastward of the outermost vessel and within 400 yards of the beach, yet he asserts

that this vessel crept along so slowly and so close to the beach until after he had made his signal that he was very near not seeing her at all. There seems to be a very perfect system of night signals in use by the rebels and blockade-runners, many of which are no doubt masked from us. I have thought it advisable to send the *Itasca* to Pensacola in tow of the *Conemaugh*, the latter vessel to proceed then to New Orleans to have her rudder repaired, unless you direct otherwise.

Very respectfully, etc.,

THORNTON A. JENKINS,

Captain, Comdg. 2d Div. Western Gulf Blockdg. Squadron.

Rear-Admiral D. G. FARRAGUT,

Commanding Western Gulf Blockading Squadron, Pensacola.

Letter from Captain Drayton, U. S. Navy, to Captain Jenkins, U. S. Navy, regarding general matters.

U. S. FLAGSHIP HARTFORD,

Off Pensacola, May 18, 1864.

MY DEAR JENKINS: The admiral is going to give a leave to [G. U.] Morris, who, of course, won't return, so you will get rid of your black crows. I will try and get off some of the vessels here, but they are in a very bad condition and will require near two weeks more to get out. The *Port Royal's* boilers, Mr. Williamson, our chief, says, are leaking very badly.

I send you the latest paper and a report from one later. Between you and me, I don't believe much in the present "on to Richmond," and am afraid it will be a failure, as the others, both armies being of about the same relative force and material as heretofore. As to Butler's advance on the James River, I doubt its having much influence on the campaign, and the ironclads, beyond what are necessary to guard the river, should be here.

I suspect we will, now that the presence of such vessels is required to keep up the blockade, soon settle the question of whether the monitors are seagoing vessels or not, and whether, if they are, they can cast loose a gun more than one day in a month outside of port.

The *Glasgow* will come along at daylight.

Try and get some information about the *Tennessee*.

Yours, truly,

P. DRAYTON.

We look for the *Penguin* in a day or two, and hope that she will bring us our men from Key West. Maxwell will come in to take charge of the *Port Royal*. If Morris does not come back, she will be offered to the lieutenant-commanders according to seniority, which is, I think, fair. What do you think?

You have given the *Ossipee* the same lights as the *Tennessee* had received from you—one red and three white lights.

P. D.

Order of Rear-Admiral Farragut, U. S. Navy, to Lieutenant-Commander Maxwell, U. S. Navy, commanding U. S. S. Oneida.

U. S. S. HARTFORD,
Pensacola, May 18, [1864].

SIR: When relieved by Lieutenant-Commander W. W. Low in the command of the U. S. S. *Oneida*, you will return to this port and assume the command of the U. S. S. *Port Royal*.

Very respectfully,

[D. G. FARRAGUT],
Rear-Admiral.

Lieutenant-Commander J. G. MAXWELL, U. S. Navy,
Commanding U. S. S. *Oneida*.

Letter from Rear-Admiral Farragut, U. S. Navy, to Contractor Hanscom, U. S. Navy, requesting advice in regard to certain work in the dockyard at Pensacola.

U. S. S. HARTFORD,
Pensacola, May 19, [1864].

MY DEAR SIR: Having both stuck to the General Government, and still being employed by it in the same manner as when we first met, it is not unnatural that we should now and then call upon each other for information in our respective departments.

I happen to be in one of your first fields of operations, and having been employed for some time in very much the same way as yourself—reorganizing a dockyard. If I mistake not, you constructed the dockyard at this place.

I think it was intended simply to support the dry dock, but I wish to construct it into a dry dock of itself by building a new floating gate. I presume it was originally intended to dock the dock for repairs in case of necessity, and therefore I suppose the bottom is sufficiently firm to stand the upward hydraulic pressure; but if you think it is not I wish you would let me know, so as to prevent a great waste of labor. I don't think there were ever any pumps or engines fixed for pumping it out, but I will soon be ready to construct them, if I can procure the money simply to pay for the labor.

Please give me any information which you think may be of service to me. I would much rather depend upon your judgment than my own.

By dint of perseverance I have at last succeeded in getting a pretty good machine shop; everything is running by steam, and so soon as I get my Nasmyth hammer and my dry dock I shall feel pretty independent of the North and will be ready to set up for myself.

My kind regards to Mrs. Hanscom.

I remain, very truly, yours,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Squadron.

Mr. ISAIAH HANSCOM,
Naval Constructor, Navy Yard, Norfolk, Va.

Order of Rear-Admiral Farragut, U. S. Navy, to Commodore Palmer, U. S. Navy, regarding vessels arriving from the North.

U. S. S. HARTFORD,
Pensacola, May 19, 1864.

SIR: Whenever vessels which come from the North with orders to report to me telegraph their arrival from the Passes [of the Mississippi River], direct them to come at once to this place without going to New Orleans and send a copy of this order to the *Pampero*.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Commodore J. S. PALMER,
Comdg. 1st Div. Western Gulf Blockdg. Squad., New Orleans.

Order of the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, regarding the disposition of persons captured on blockade running vessels.

NAVY DEPARTMENT, May 19, 1864.

SIR: On the 9th instant instructions were sent to you relative to the disposing of blockade runners. As the forts North are sometimes very crowded, they can not accommodate conveniently this class of persons and they are kept for some time on board the receiving ships, which is not desirable. A short time since the Secretary of War stated, in reply to an enquiry from this Department, that he knew of no place except the Tortugas where there were ample accommodations for the blockade runners. Should, therefore, a large class of these persons come into your hands, it would be well to send the most notorious ones, citizens of the United States, to the Tortugas.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Squadron, New Orleans.

[Telegram.]

NAVY DEPARTMENT, May 19, 1864.

Send the *Courier* to New Orleans to return after discharging.

GIDEON WELLES,
Secretary.

Rear-Admiral S. [H.] STRINGHAM,
Commandant Navy Yard, Boston, Mass.

Letter from Captain Drayton, U. S. Navy, to Captain Jenkins, U. S. Navy, regarding general matters.

U. S. FLAGSHIP HARTFORD,
Off Pensacola, May 20, 1864.

MY DEAR JENKINS: We have papers here two days later, 17th, from Mobile, than those brought by *Narcissus*. The telegraph is evidently

interrupted north of Petersburg, so that there is no reliable intelligence.

The two refugees brought by *Narcissus* I keep. I think we have enough of these fellows running loose. We have a traitor, I believe, in everyone we favor in any way. Break up the trading business as soon as you can, and you will, I am satisfied, do us a good service.

The *Buckthorn* will be along in the morning, when I will write more fully. Having had enquiries about yeomen, etc., made to me, I have printed the regulation and sent it to you for distribution.

P. DRAYTON.

The admiral says you can send your paymaster's clerk to New Orleans.

P. D.

Order of Rear-Admiral Farragut, U. S. Navy, to Commodore Palmer, U. S. Navy, to refuse passes to vessels wishing to trade with the Mobile fleet.

U. S. S. HARTFORD,
Pensacola, May 20, [1864].

COMMODORE: Hereafter it is my direction that no boat or vessel be given any pass to trade with the fleet off Mobile or in Mississippi Sound. It is simply an excuse to go that far, and if they see no one in sight, owing to thick weather or other cause, they avail themselves of it to run into Mobile or other place within the enemy's lines, and the blockaders would much rather supply themselves at Pensacola or New Orleans, or from the supply vessels. I find these boats using my passes to carry on the above-mentioned trade with the enemy, as well as to smuggle liquor to the men on board our vessels. The fishermen and oystermen you can still grant permits to, but inform them that they will be captured if found with goods in their boats for trade.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Commodore J. S. PALMER,
Commanding First Division, off New Orleans.

Order of Rear-Admiral Farragut, U. S. Navy, to Acting Ensign Jones, U. S. Navy, regarding the restriction of privileges to trading boats.

U. S. S. HARTFORD,
Pensacola, May 20, [1864].

SIR: Your communication* of the 16th instant, referring to the sloop *Leila*, has been received.

Under the circumstances, as stated by you, the boat should not have been delivered up, and I have so informed Commodore Palmer.

Hereafter no passes will be granted to any boats to trade with the fleet, either in Mississippi Sound or off Mobile. You will therefore stop all boats with passes, take the passes from them, and order the boats back to New Orleans, giving the captains a certificate that you are doing this by my orders.

* Not found.

You will proceed with the *Narcissus* at once to Mississippi Sound and report to the senior officer present, stopping off Mobile, if you can do so before night.

Very respectfully,

[D. G. FARRAGUT],
Rear-Admiral.

Acting Ensign WILLIAM G. JONES,
Commanding *Narcissus*.

Letter from Captain Drayton, U. S. Navy, to Captain Jenkins, U. S. Navy, regarding operations off Mobile, Ala.

FLAGSHIP HARTFORD, May 20, [1864].

MY DEAR JENKINS: Fire away, but the admiral says that you must not expend shot, but shell.

The orders of sailing have been distributed, except those to the *Seminole*, *Pembina*, and *Genesee*, which I send. The admiral sends you some turtle, received from Key West.

Bailey won't send the men, and makes out a very good case for himself.

Yours, truly,

P. DRAYTON.

Report of Acting Master Potter, U. S. Navy, commanding U. S. schooner Rachel Seaman, regarding the movements of that vessel and arrival at New York.

U. S. SCHOONER RACHEL SEAMAN,
Brooklyn Navy Yard, May 21, 1864.

SIR: I have the honor to report to the Department my arrival at this station, having performed the voyage agreeably to your orders of March 16, calling first at Brazos Santiago, April 8, then northward, stopping at all the passes and inlets on the coast, ending at Sabine Pass, and then to New Orleans, where I reported to Commodore Palmer on the 16th, and received orders on the 25th to proceed to Mobile and Pensacola; a copy of which I herewith enclose.

Sailed from Pensacola April 29 and stopped into Key West to avoid a heavy gale from the northward. Reported to Acting Rear-Admiral Bailey, who gave me orders to receive on board the battery of the late U. S. bark *Amanda* and a quantity of cotton captured in the sloop *Oscar*, a copy of which orders I herewith enclose.

I also enclose a list of the vessels supplied by this vessel, and a list of the officers now attached to this vessel.

Hoping the voyage has been performed in a manner to meet the approval of the Department, I have the honor to be,

Very respectfully, your obedient servant,

CHARLES POTTER,
Acting Master, Commanding.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Orders of Rear-Admiral Farragut, U. S. Navy, to Commander Gibson, U. S. Navy, previous to departure of the former for Mobile.

U. S. S. HARTFORD,
Pensacola, May 21, [1864].

SIR: I shall leave the port this morning and repair off Mobile, where I understand the ram *Tennessee* has made her appearance.

As soon as the court-martial has closed its labors, you will send Mr. Jones and such other persons as may have been in attendance on the court to this ship in the *Glasgow*, after she has delivered her mails here.

Should the *Penguin* bring the men from Key West, and there should be no disease brought with them, you can take them on board your ship, station them at the guns, and exercise them, and be ready to deliver them to the ships as they may require them.

Should there be disease among them, you will consult with Commodore Smith as to the best locality where they [can] be put on shore and attended to.

I will send orders in relation to the *Albatross* as soon as the *Lackawanna* arrives.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Commander ALEX. GIBSON, U. S. Navy.

Orders of Rear-Admiral Farragut, U. S. Navy, to the commandant navy yard, Pensacola, preparatory to the departure of the former for Mobile.

U. S. S. HARTFORD,
Pensacola, May 21, [1864].

COMMODORE: I learned last night that the ram *Tennessee* is over Dog River Bar and down to the forts. I shall go out to the blockade this morning. You will please to hurry the repairs on the different vessels as much as possible. Have the prow made for the *Ossipee* and this ship as soon as your blacksmith's work will justify it; the *Ossipee's* first. Have the *Galena* coaled with all dispatch and sent off Mobile. Please inform General Asboth that the ram is down and may come out at any moment, so that he may have his heavy guns prepared for her.

I have sent to New Orleans for some 200-pounders, which, when they arrive, he may have temporarily placed in the Battery Call, Fort or Battery Cameron, under Pickens; [illegible.]

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

[Commodore WILLIAM SMITH, U. S. Navy,
Commandant Navy Yard, Pensacola, Fla.]

Order of Rear-Admiral Farragut, U. S. Navy, to Acting Volunteer Lieutenant Du Bois, U. S. Navy, commanding U. S. S. Albatross, to proceed with that vessel to Portsmouth, N. H.

U. S. FLAGSHIP HARTFORD,
Off Mobile, May 21, 1864.

SIR: As soon as you have received by the *Glasgow* the men from the *Lackawanna* and other vessels of the Texas division, as well as the sick who will be ordered to you by Commodore W. Smith, you will proceed with the *Albatross* under your command to Portsmouth, N. H., reporting on your arrival to the commandant of the naval station there and through him to the Navy Department by letter.

Your vessel is sent North in consequence of her having had the yellow fever on board last summer, and, in the opinion of the surgeons, it would not be safe to keep her here during another hot season.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Acting Volunteer Lieutenant T. B. DU BOIS,
Commanding U. S. S. *Albatross*, Pensacola Bay, Florida.

Order of Rear-Admiral Farragut, U. S. Navy, to the commandant navy yard, Pensacola, regarding measures for fortifying Battery Cameron, for the protection of Pensacola.

U. S. FLAGSHIP HARTFORD,
Off Mobile, May 21, 1864.

COMMODORE: On the arrival of the *Tennessee*, you will offer the use of two of the 200-pound Parrott guns to General Asboth, to be placed on Fort Cameron, just to the westward of Fort Pickens. I do so because I know they have no guns on either fort capable of producing the slightest effect upon the ironclads if they were to attempt to make a raid upon Pensacola by slipping by us in the night.

The other guns and ammunition can be put on board the *Kuhn* and *Potomac*.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Commodore W. SMITH,
Commanding Pensacola Navy Yard.

Instructions of Captain Marchand, U. S. Navy, for the night picket boats.

U. S. S. LACKAWANNA,
Off Mobile, May 22, 1864.

A boat will leave the ship before dark to keep between her and the east end of Sand Island, at a distance of 150 to 250 yards from the ship. Should a vessel be seen coming out, a white light will be held steadily up in the boat until the officer slowly counts ten.

Should a supposed torpedo be seen, the light will be waved slowly from side to side, and the boat to pull for and ascertain its character.

If it should prove a torpedo, as many muskets to be fired from the boat as possible to notify the ship of danger. When an object is seen, whether vessel or torpedo, the officer of the boat will notify the ship through a speaking trumpet.

Should the ship go in chase, the picket boat will go to the nearest vessel for shelter.

The picket boat on approaching any vessel or boat will either be hailed or hail, then lay upon the oars, the answer to be "*Lackawanna's* picket boat," but not to go alongside of any vessel until ordered.

Should the picket boat be required to return to the ship, the "pipe for side boys," or three white flashes from a lantern will be made.

J. B. MARCHAND,
Captain.

Report of Captain Alden, U. S. Navy, commanding U. S. S. Brooklyn, announcing arrival at Key West from New York.

U. S. S. BROOKLYN,
Key West, May 22, 1864.

SIR: I have the honor to report that we have just arrived here after a long and tedious passage of twelve days from New York. The weather was, for the most part, fine, but the wind, varying only in strength, continued persistently ahead during the whole time. Our engines work badly, too, and will require more or less adjustment before leaving. This and coaling, however, will not detain us more than four or five days.

Respectfully, I am, your obedient servant,

JAMES ALDEN,
Captain.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Loss of captured British schooner Sting Ray and prize crew, off Velasco, Texas, May 22, 1864.

Report of Lieutenant Watters, U. S. Navy, commanding U. S. S. Kineo, transmitting report of officer in charge of prize.

U. S. GUNBOAT KINEO,
Blockading off Velasco, Brazos River, Tex., May 23, 1864.

SIR: I regret having to report the loss of Acting Ensign Paul Borner, of this vessel, and 4 men under his command, viz, John Smith, seaman; Charles Zimmerman, seaman; Daniel Hennessy, ordinary seaman; John Griffin, landsman. They (with 3 others belonging to the boat's crew, who escaped) had charge of a schooner which they were unable to manage, in consequence, as I learned finally, of being drunk—in a beastly state of intoxication. The vessel was run ashore and they were captured by the enemy. I respectfully submit the following account of what we saw, and accompanying is a statement of the officer captured, which I received by flag of truce the following day:

At daylight on the 22d instant, when cruising before the mouth of the Brazos River, 5 or 6 miles from the town of Velasco, coast of

Texas, chased and brought a schooner to by firing. I sent Acting Ensign Paul Borner to board her, with orders to examine all papers and ascertain what cargo she had and any other information concerning her. He returned and reported the British schooner *Stingaree* [*Sting Ray*], from Havana to Matamoras, Mexico, and her papers correct, as far as he had seen; she had no bill of lading; was said to be in ballast, with only a few bales of bagging and some coils of rope in her hold. This did not satisfy me, the vessel being a great distance off her course if bound to Matamoras, and I determined to seize her for a further examination, intending, if I could establish no facts or evidence against her, to finally let her go. With this view I ordered Mr. Borner to take charge of her, giving him a boat and 7 men to sail her in, following us to our anchorage in sight of the town of Velasco, from which we were then distant about 15 miles, and had been absent some time, which I did not wish unnecessarily to prolong.

Before getting to the anchorage, I observed that the schooner was very badly managed, and apprehending that she might get too near the shore, having already fallen to leeward, I ordered the vessel about and steered toward her to tow her up, the distance not being greater than 1 mile. When within a very short distance of her, she suddenly kept away and ran straight for the shore, our boat which she was towing with one man in it being at the same instant cut away; we pursued quickly, intending to run her down if we could get to her before she should be in too shoal water, firing at her at the same time with the 20-pounder bow gun, hoping to cripple her. One of our men was seen to go overboard from the schooner; her boat was also thrown out with a man in it we recognized as one of ours. The schooner still kept toward the shore, and by this time we had run into water so shoal that we could pursue no farther without getting aground and were reluctantly obliged to desist, seeing her go soon after plump on the beach, which was soon lined with cavalry of the enemy, rendering it improper to send our boats.

We also ceased firing, lest we should injure our own people. We picked up our men who escaped from the schooner; one, the fellow who was in the water swimming, enlisted our first attention, and when we got him on board, were surprised to find the chief of the party, the coxswain of the boat, William Morgan, seaman, in a beastly state of intoxication, crazy drunk and howling; one of the others, Joseph Fernandez, ordinary seaman, a negro, was also very drunk; the condition of these two enabled us to surmise the cause of this deplorable affair, although they were unable to give any account of themselves. The next day—i. e., to-day, I received by flag of truce a report from the officer, Mr. Borner, a copy of which I have the honor to append.

I have the honor to be, sir, very respectfully, your obedient servant,

JOHN WATTERS,

Lieutenant-Commander, U. S. Navy, Comdg. Gunboat Kineo.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure.]

VELASCO, TEX., *May 23, 1864.*

SIR: Through the kindness of Colonel Brown, commander of this post, I am enabled to state to you the circumstances that brought

about the capture of myself, Charles Zimmerman, John Smith, John Griffin, and Hennessy.

It is my earnest desire to exonerate myself from the odious charge of having neglected my duty, and I hope that the following statement, which I pledge my honor to be a faithful and correct one, will convince you and everybody else that no blame can be attached to me.

Having taken charge of the schooner *Stingaree* [*Sting Ray*] and brought her to the course given to me, I went down in the cabin to investigate and possibly to find proofs for her condemnation, ordering Morgan, boatswain's mate, to look out for the vessel. When I came up on deck again, I found it entirely deserted with exception of the helm. It appears that the schooner's crew invited them into the hold, where they gave them as much liquor as they desired. I ordered them up, some of them being, to my surprise, so far gone as to be unable to get on deck without assistance. I had the hatch closed immediately, and thus prevented them from going down again. However, a short time after, Zimmerman and Morgan lay helplessly on deck and the rest were so drunk that they did not know what they were about.

Several times after I prevented the schooner's crew from supplying them with liquor, which I then suspected was done with some design. When near enough the *Kineo*, I intended to go about and sent two men forward to attend the jib sheet, keeping two aft at the main sheet; she, however, missed stays, the men in their drunken officiousness hauling the jib sheet to windward. Keeping her off to get some headway, I tried it again, when four of the schooner's crew pounced upon me, one of them holding my arms behind and the captain of the schooner disarming me. I struggled hard to get my revolver, but was unsuccessful, nobody coming to my assistance. John Smith made the only attempt to resist, picking up a handspike, which he was hardly able to hold, but he was soon disarmed. Morgan, being startled by the noise, tumbled up and, losing his balance, fell overboard. The captain of the schooner hove a spar overboard to save him if possible. The boat in which Edwards was boat keeper had been cut adrift. It appears that the schooner's crew intended to go on shore in the boat and leave the schooner in our hands. Their boat was hoisted out and some carpet bags thrown in, when Fernandez jumped into her and cut the painter. With the rest you are no doubt acquainted.

A company of soldiers received us on the beach and conducted us to headquarters. I have been treated very gentlemanly and kindly by everybody thus far. Captain [John?] Payne, commanding the *Mary Hill*, is the officer in charge of the flag of truce. He will give you more particulars and will receive mine and our men's clothes on condition that the two carpet bags taken out of the schooner's boat are returned to him. I have every reason to believe Captain Payne a gentleman of honorable principles, and I am convinced that anything you see fit to send to me or the men will be safely delivered to us.

Hoping that my statement will be deemed sufficient to clear me from any charges, and begging to grant my request for me and the men captured with me,

I am, very respectfully, your obedient servant,

PAUL BORNER,
Acting Ensign, U. S. Navy.

Lieutenant-Commander JOHN WATERS,
Commanding U. S. Gunboat *Kineo*.

Report of Colonel Bates, Thirteenth Texas Infantry.

HEADQUARTERS SECOND SUBDISTRICT,
Camp Barnard E. Bee, May 23, 1864.

SIR: I have the honor to submit the following special report: Yesterday morning the blockader at the mouth of the Brazos gave chase to a schooner which appeared in the offing southwest of Velasco. After passing out of sight the schooner, which proved to be the *Stingaree* [*Sting Ray*], McCloskey, master, was captured and placed in charge of a prize crew, consisting of an ensign and 6 men, Captain McCloskey and his crew remaining as prisoners on board the schooner. The steamer then sailed back toward her anchorage, the schooner following in her wake. Captain McCloskey then produced some liquor, and in a short time succeeded in getting the prize crew drunk; and at the proper moment, with the aid of his crew, secured their arms, made prisoners of the prize crew, and resumed command of his vessel.

Captain McCloskey continued in the wake of the steamer until within about 4 miles from Velasco, when he changed his course and made all sail for the beach. The steamer immediately gave chase, firing several shots without effect. The schooner succeeded in beaching about 2 miles from Velasco, west. In the meantime Lieutenant-Colonel Cayce, commanding post, Velasco, seeing the movements of the schooner, sent to her assistance one company of cavalry and 25 infantry.

During the contest on board the schooner two of the prize crew escaped in a small boat. Captain McCloskey reports the two men who escaped as being wounded or killed. He also reports having lost 1 of his crew overboard. The result of all this is that Captain McCloskey, after having been captured by a Federal gunboat and placed under charge of a prize crew, succeeded in recapturing his vessel and bringing her safely to shore, with 5 out of the 7 Yankees who, with arms in their hands, were placed as a guard over him. I can not close this report without testifying my high appreciation of the bold and patriotic heroism of Captain McCloskey and his crew in this affair. Such devotion to the interests which he represents and to the honor of his country should not go unrewarded.

I am, sir, very respectfully, your obedient servant,

J[OSEPH] BATES,
Colonel, Commanding Subdistrict.

Captain L. G. ALDRICH,
Acting Assistant Adjutant-General.

Report of Brigadier-General Asboth, U. S. Army, regarding the reported movements of Confederate ironclads and other armed vessels in Mobile Bay.

HEADQUARTERS DISTRICT OF PENSACOLA,
Barrancas, May 24, 1864.

MAJOR: I beg to submit, in connection with my report of 15th instant, No. 324, the following additional information, received from refugees and deserters: The iron ram *Tennessee* is over Dog River Bar and is now lying above Fort Morgan, with three other smaller ironclads and five wooden armed vessels, ready to come out at any

moment. Admiral Buchanan is in command, with the *Tennessee* as flagship. They practice daily, and intend, after the arrival of the two additional gunboats, to raise the blockade and then proceed, if successful, direct to New Orleans and farther up the Mississippi River.

The rebels are working day and night a large number of negroes in building three lines of fortifications between Fort Morgan and Pilot Town.

Rebel reports from Pensacola claim that Beauregard, reinforced by Lee, defeated Butler, driving him back to the protection of the gunboats. I confidently hope this news to be untrue. Mr. Moore has not yet returned, nor has he been heard of. I have five Florida men out in the same direction and expect two of them in to-morrow.

Now is again the time to make a forward movement from my isolated position; but I have only a small company of cavalry; no horses or arms for my 500 Florida men, who are anxious to prove their loyalty by deeds; no horses for my battery, and no steamers or land transportation for my infantry. Two steamers, with 26 mule teams and one good regiment of cavalry, with 600 additional horses, would enable me to accomplish great successes for the furtherance of our cause in West Florida.

ASBOTH,
Brigadier-General.

Major JOHN LEVERING,
Asst. Adjt. Gen., Headquarters Defenses of New Orleans.

Letter from the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, referring to late correspondence with Vice-Admiral Milne, R. N.

NAVY DEPARTMENT, *May 24, 1864.*

SIR: Your dispatch of the 29th ultimo (No. 141) has been received. It did not appear to the Department that your proposed letter to Admiral Milne was intended to assure him that he had misapprehended the cruising instructions of which he complained. The purpose of the letter to the Secretary of State, of which a copy was transmitted to you, was to remove the cause of complaint, and it is presumed to have had that effect, as the matter has not again been brought to the attention of the Department.

It is probable, therefore, that a difference was perceived "between the instructions contained in the Department's communication to the Secretary of State" and the cruising instructions, as understood, or misunderstood, by Admiral Milne and his Government. To prevent misunderstanding hereafter, it is desirable that the instructions of the Department should be strictly adhered to and no material additions made to them without previous reference to it.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. G. FARRAGUT,
Comdg. Western Gulf Blockading Squadron, New Orleans.

Report of Rear-Admiral Farragut, U. S. Navy, requesting additional force to operate against the C. S. ram Tennessee.

No. 207.]

FLAGSHIP HARTFORD,
Off Mobile Bar, May 25, 1864.

SIR: My mail from New Orleans this morning is very discouraging. Our army is not only falling back to that most demoralizing of places, New Orleans, but I am informed by Lieutenant-Commander Cooke, at Matagorda, that General Banks has ordered Matagorda to be abandoned and the forts and earthworks to be destroyed. The general is in New Orleans; the army said to be at Morganza, just above Port Hudson, on the western shore.

I ran inshore yesterday and took a good look at the ironclad *Tennessee*. She flies the blue flag of Admiral Buchanan. She has four ports of a side, out of which she fights, I understand from the refugees, four 7-inch Brooke rifles and two X-inch columbiads. She has a torpedo fixture on the bow. Their four ironclads and three wooden gunboats make quite a formidable appearance. I see by the rebel papers Buchanan is advertised to raise the blockade so soon as he is ready. As I have before informed the Department, if I had the military force to place on the isthmus and on Dauphin Island, say 3,000 men and one or two ironclads, I would not hesitate to run in and attack him; but if I were to run in, and in so doing get my vessels crippled, it would be in his power to retire to the shoal water with his ironclads (in fact, all their vessels draw much less water than ours), and thus destroy us without our being able to get at him; but if he takes the offensive and comes out of port, I hope to be able to contend with him. The Department has not yet responded to my call for the ironclads in the Mississippi, which I was led to believe were intended for this squadron. I am placing heavy iron cutters on the bows of my vessels, and shall also have torpedoes, to place me on an equality with my enemy, if he comes outside. No doubt he will have the advantage of me inside, as they are planting them every day; we can see them distinctly when at work.

Torpedoes are not so agreeable when used both sides; therefore I have reluctantly brought myself to it. I have always deemed it unworthy of a chivalrous nation; but it does not do to give your enemy such a decided superiority over you.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from Rear-Admiral Farragut, U. S. Navy, to Acting Rear-Admiral Bailey, U. S. Navy, regarding the expected conflict with the C. S. ram Tennessee.

U. S. FLAGSHIP HARTFORD,
Off Mobile, May 26, 1864.

DEAR ADMIRAL: I am satisfied that the commodore, Stribling, was right in supposing that the draft was intended for your squadron, but where the men are for this squadron is a mystery, but I suppose all will be right before long; everything depends upon the great battles in

Virginia and Georgia. I am watching Buchanan in the ram *Tennessee*; she is a formidable-looking thing. There are 4 others and 3 wooden gunboats. They say he is waiting for the 2 others to come out and attack me, and then raid upon New Orleans. Let him come; I have a fine squadron to meet him, all ready and willing. I can see his boats very industriously laying down torpedoes; so I judge that he is quite as much afraid of our going in as we are of his coming out, but I have come to the conclusion to fight the devil with fire, and therefore shall attach a torpedo to the bow of each ship and see how it will work on the rebels—if they can stand blowing up any better than we can.

The news from the North is still very good by our papers, and not bad by the rebel papers. They only claim to have whipped Butler and repulsed Grant.

Very respectfully and truly,

D. G. FARRAGUT,
Rear-Admiral.

Acting Rear-Admiral T. BAILEY.

P. S.—If any vessels of my squadron should stop at Key West, direct them to come to Pensacola to report to me, and not to New Orleans.

D. G. F.

Letter from Rear-Admiral Farragut, U. S. Navy, to Brigadier-General Asboth, U. S. Army, regarding the disposition of guns removed from New Orleans.

FLAGSHIP HARTFORD,
Off Mobile, May 26, 1864.

GENERAL: I have sent to New Orleans for my heavy guns to prevent some rebel from spiking them in an evil hour of excitement. Will you be kind enough to allow them to be placed on the Fort Pickens wharf, or if you can mount them to advantage on the Fort Cameron, I think it would be well. They say that Admiral Buchanan intends to raid on New Orleans, but that is no sign that such is the fact; he could raid on Pensacola with more ease, and yet I think he will not find much ease in either. Although I have never yet encountered an ironclad, I am at their service, and will do the best I can to amuse them.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Brigadier-General ASBOTH,
Commanding Department Pensacola, Barrancas, Fla.

Letter from Rear-Admiral Farragut, U. S. Navy, to Commodore Palmer, U. S. Navy, regarding general affairs.

FLAGSHIP HARTFORD,
Off Mobile Bar, May 26, 1864.

COMMODORE: I did not answer your request to build ways to haul up vessels. When I see that it costs me just three times as much as the estimate to build a railroad, which I thought was so simple, with nothing to pay for iron, I do not think I will undertake any other

speculation of the kind without authority. Had Mr. Cox been there to superintend it, I believe it would not have cost over \$3,000.

I will approve the bills, but they should have been audited by some one. Mr. Cook, the paymaster, could have kept the roll every Saturday night; the estimate was for \$2,500.

You say I seem to think you can get men from the Army; the Department writes me that they are getting them, and even expect me to send them the surplus North. I return you some letters of fellows in a jail, requesting to be released; please look to them. I shall write General Banks by this mail. I thought you had made the request of him before, or of General Reynolds.

I am disgusted with the manner in which we abandon plans and sacrifice our friends. Matagorda abandoned also.

If this Ensign Blumo was the commander of the prize that ran on shore on the coast of Texas, I will try him by court-martial.

I wish you had sent the men belonging to the *Antona* in the *Bermuda* to me, and I would have sent them home. You write to me as if I was keeping the men, when I am trying all I can to get them discharged. Admiral Bailey won't let one go, and the Department does not contemplate it. The Department says I may discharge at New Orleans as soon as we get some men from the Army. You may discharge any who shipped at New Orleans, and you may discharge any who have been left, whose times have been out some time.

Send the *Pocahontas* and *Cornubia* to the coast of Texas. I expect the next thing to hear that the *Granite City* and *Wave* have gobbled up the *New London* unless the spirit of poor Read protects her.

I have no officers or men to give you. I must be ready to fight and I hope to give a good account of the *Tennessee* if she comes out.

I think well of the disposition of the tinclads. I should not be surprised if the Texans followed Banks into New Orleans.

If I had the ironclads and soldiers to guard the back door on the peninsula and Dauphin Island I would go in at once, but I will not go into the bay without them. If Buchanan comes out here I will endeavor to amuse him. I have written to the Department time and again about the ironclads of the Mississippi, but it is of no use; they will listen to nothing until the fight is over at Richmond, which God grant may finish this month.

Very respectfully and truly,

D. G. FARRAGUT,

Rear-Admiral, Commanding Western Gulf Blockade Squadron.

Commodore JAMES S. PALMER,

Comdg. 1st Div. Western Gulf Blockdg. Squad., New Orleans, La.

Letter from Rear-Admiral Farragut, U. S. Navy, to Major-General Banks, U. S. Army, regarding the transfer to the Navy of seafaring men under the command of the latter.

U. S. FLAGSHIP HARTFORD,
Off Mobile Bar, May 26, 1864.

GENERAL: I have received orders from the Navy Department to call upon you for the seafaring men in the army under your command and have been informed that orders to that effect have been sent to you, or

in other words, to each of the commanding generals of the departments to turn over to the Navy all such men.

Being very much in want of sailors, I beg that you will take the earliest opportunity of making the transfer of such as you may have over to Commodore Palmer that he may send them to the fleet under my command.

I am, general, very respectfully, your obedient servant,
 D. G. FARRAGUT,
Rear-Admiral, Commanding Western Gulf Squadron.
 Major-General N. P. BANKS,
Commanding Department of the Gulf.

Report of Acting Ensign O'Brien, U. S. Navy, commanding U. S. schooner Oliver H. Lee, regarding arrival at Beaufort, N. C., en route to Hampton Roads.

U. S. SCHOONER OLIVER H. LEE,
Beaufort, N. C., May 26, 1864.

SIR: I have the honor to report the arrival of this vessel at this place in a disabled condition. I left Pensacola, Fla., on the 7th instant, bound to New York, in obedience to orders of Rear-Admiral D. G. Farragut. On the 11th instant experienced a moderate gale, which caused the vessel to leak freely. On the 17th the vessel then leaking 14 inches per hour, broke out the fore hold and discovered a leak some 4 feet below the water line, which proved to be the effects of a shot received at Port Hudson, La. As the planking outside was entirely cut away and the water running in with great force, I did not deem it prudent to proceed on my course with the vessel in such condition. I hauled up for this port and at 4 p. m. on the 17th spoke the U. S. gunboat *Vicksburg*, Lieutenant-Commander D. L. Braine, who kindly offered to tow me into this port. I arrived here at 2 p. m. on the 18th instant and reported the condition of the vessel to the senior officer present, who furnished me with every facility at his command. On the 19th ran the vessel ashore at high water in order to get at the leak, and at low water succeeded in nailing canvas and zinc over the hole and hauled off again at high water. On the 22d got underway and proceeded out to sea, but before we had got to Cape Lookout the vessel had 2 feet of water in the hold and gaining on us fast; had to reduce sail and put back to this port, the vessel being so weak and strained forward it was impossible to carry sail on her. I am now waiting for a steamer to tow the vessel to Hampton Roads, where I shall await further orders from the Department or the senior officer at that place. I have not asked for a survey on the vessel, as we can easily keep her free when not under sail.

I have the honor to be, sir, respectfully, your obedient servant,
 DOUGLASS F. O'BRIEN,
Acting Ensign, Commanding.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from the Secretary of State to the Secretary of the Navy, transmitting consular information from Havana, regarding proposed scheme for the capture of United States mail steamers.

DEPARTMENT OF STATE,
Washington, May 27, 1864.

SIR: I transmit herewith a copy of a dispatch (No. 148), received from our vice-consul-general at Havana, conveying important information in regard to a scheme to capture steamships plying between New York and New Orleans.

I have the honor to be, sir, your obedient servant,

WILLIAM H. SEWARD,
Secretary of State.

HON. GIDEON WELLES,
Secretary of the Navy.

[Endorsement No. 1.]

Owners and Treasury should be notified.

[Endorsement No. 2.]

Copy sent to Secretary Treasury, June 8, 1864.

The owners are aware of this scheme. Watch was kept by the passengers of the last vessel that came in from New Orleans to prevent surprise.

J. W. H.

[Enclosure.]

U. S. CONSULATE, *Havana, May 14, 1864.*

SIR: In my dispatch No. 147 I mentioned a scheme of a number of rebels to seize one or more of our mail steamers. My informant assures me that there are at least twenty-five men who will take part in the enterprise. The scheme was first concocted in Mobile, but subsequently transferred to this place, it being even asserted that the sum of \$10,000 was sent out to the rebel agent, Helm, to carry out the same, for which reason the leaders are said to be very angry with Helm who refused them the money for the purpose. It is alleged that Helm feared his expulsion from this island by order of the authorities if they discovered that he was engaged in such schemes. From what I have been able to ascertain the leading man is a Captain Edwards, a Kentuckian, who formerly belonged to our Navy, was taken prisoner in the defense of Fort Jackson, New Orleans, and though paroled was, as he alleges, kept one month in prison in New Orleans by order of General Butler, and was exchanged about three months after the date of his capture. He has a commission from the Confederate Government and keeps his papers in the lining of an old coat. He and the other men concerned with him appear to have plenty of money and to spend it freely. Edwards is a man of from 38 to 45 years of age, fair complexion, side whiskers, black and thin.

The original plan was for several of the gang to take passage at New York upon a given steamer (one of the New York and New Orleans line touching at Havana to be selected), others at Havana, and seize her on the voyage to New Orleans, and then run her into Mobile. Four of the gang went to New York in the latter part of last month on either the *Columbia* or *Matanzas*; three more in the *Morning Star* on

the 3d of this month; another was to go in the same steamer, but was taken sick. These parties have a rendezvous in New York or its neighborhood, and several of the men have papers under assumed names. As owing to the quarantine laws of New Orleans none of the steamers plying between New York and that port will touch here, their plans must of necessity be changed.

There are two other persons in this city who evidently are engaged in some plot against the United States, the object of which I have not been able to learn. One of them is a Frenchman, called Dr. Mouthrey de Lasalle, and the other is called Colonel Phelps. Dr. Mouthrey is about 45 years old, 5 feet 7 or 8 inches in height, thick set, and very strongly built; lived formerly in California and came in a coolie ship lately from China. Phelps is said to have been born in the neighborhood of Richmond. He is very tall and slim; wears moustache, imperial, and goatee, very black; has a slight Irish brogue at times; wears on the little finger of the right hand a gold ring, with a diamond of the size of the third of a 5-cent piece, what in French is called a *Chevalier*. He is represented to have been a member of the Charleston convention and to have served in Mexico under Robert E. Lee in some capacity; conceals the fact of being a colonel, but is evidently a military man. It is suspected that he is bound upon a secret mission for the rebel cause. I am positively assured that he goes to New York in the steamer *Havana*, the same steamer that conveys this dispatch, under what name I can not tell as yet.

Mouthrey has a Portuguese passport, but I am led to believe that he is not going to New York immediately. In my opinion it would be very important to arrest Phelps and secure such papers as may be in his possession. This is all I know at present. I will endeavor to discover more.

With great respect,

THOMAS SAVAGE,
Vice-Consul-General.

HON. WILLIAM H. SEWARD,
Secretary of State, Washington.

Letter from the Secretary of State to the Secretary of War, forwarding information regarding affairs at Galveston, Tex.

DEPARTMENT OF STATE,
Washington, May 27, 1864.

SIR: I have the honor to transmit herewith for your information a statement in regard to the condition and designs of the rebels in Texas, taken from a communication made to our vice-consul-general at Havana by a recusant blockade runner. From the circumstances of the case, as narrated by Mr. Savage, the Department is inclined to think it worthy of attention. The informer was in a position to know the facts, and no good reason appears to discredit his recital of them.

I have the honor to be, sir, your obedient servant,

WILLIAM H. SEWARD.

HON. E. M. STANTON,
Secretary of War.

[Enclosure.]

Confidential.]

HAVANA, May 17, 1864.

SIR: * * * Now I will tell you something about Galveston, which I left on the first of this month. There are 2,000 troops stationed there. They have 5 land forts, with about 20 guns, none heavier than 48-pounders, except two guns made from the shaft of the steamer *Westfield*. They are 64-pounders, and are expected to throw a shot 6 miles. The remains of the *Westfield* are still visible. The steamer that captured the *Harriet Lane*, the *Bayou City*, is still lying in Galveston and keeps up steam day and night. She is an old high-pressure river boat and has cotton piled up as high as the hurricane deck all around her, boarded in. She has one 64-pounder on the lower deck and a 32 on the upper deck.

* * * * *

Letter from Lieutenant Benner, U. S. Army, to Rear-Admiral Farragut, U. S. Navy, regarding operations under Brigadier-General Weitzel, U. S. Army.

SIGNAL STATION,
Springfield Landing, May 27, [1864] —6 p. m.

ADMIRAL: The news from the front is good. It is reported on good authority that at 4 p. m. Weitzel carried enemy's outside earthwork. All our troops have closed up this p. m. There has been very little infantry fighting to-day. We have dislodged several of their largest guns, with quite a small loss. The Twenty-first Indiana, Sixth Michigan, and a cavalry company charged their breastworks this p. m., but were repulsed, with considerable loss.

MILTON BENNER,
Lieutenant and Signal Officer.

D. G. FARRAGUT, U. S. Navy,
Flagship Monongahela.

Order of Rear-Admiral Farragut, U. S. Navy, to Acting Volunteer Lieutenant Behm, U. S. Navy, commanding U. S. S. Cornubia, to proceed to Pensacola, Fla.

FLAGSHIP HARTFORD,
Off Mobile, May 28, 1864.

SIR: You will proceed with the *Cornubia*, under your command, to Pensacola Bay and report to Commander Alexander Gibson, senior officer afloat.

You will also report to Commodore William Smith, commandant of the Pensacola navy yard, for any repairs or coal which you may require.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Acting Volunteer-Lieutenant C. F. W. BEHM,
Commanding U. S. S. Cornubia, off Mobile.

Report of Acting Volunteer Lieutenant Brown, U. S. Navy, commanding U. S. S. Virginia, regarding cotton captured by that vessel.

U. S. S. VIRGINIA, May 28, 1864.

SIR: In accordance with your order, I have the honor to make the following report of 94 bales of cotton picked [up] by this vessel on the 7th and 8th of this month.

Being off San Luis Pass, while cruising to seaward in search of blockade runners, at 4 a. m. we stood to the E. S. E. and at daylight sighted a bale of cotton, which we picked up and stood in for purpose of finding more.

We soon saw many bales, and took on board 54 bales.

At night we anchored and noticed the drift, which was to the W. S. W., and at 4 a. m. we again weighed anchor and stood in that direction, and the second day took on board 40 bales.

On the 11th instant we were ordered to New Orleans, where we arrived on the 13th and reported to Commodore J. S. Palmer that we had 94 bales of cotton, picked up at sea, and was ordered by him to store it in the Reading Press until further orders.

On the 17th instant I received orders from Commodore Palmer to hand the report of the cotton to the prize commissioners, which I immediately did, and it is now in the charge of the U. S. marshal.

After hearing the evidence, the U. S. district attorney said that it was subject to be libeled as a case of salvage, and it is now in the court on that charge.

Not knowing the course to pursue in this matter, I have obeyed the orders of my superior officers in every step and shall report to you the decision of the judge as soon as it is rendered.

Very respectfully, your most obedient servant,

CHAS. H. BROWN,

Acting Volunteer Lieutenant, Commanding U. S. S. Virginia.

Admiral D. G. FARRAGUT,

Commanding West Gulf Squadron.

Capture of the blockade runner Isabel by the U. S. S. Admiral, near San Luis Pass, Texas, May 28, 1864.

Report of Rear-Admiral Farragut, U. S. Navy.

No. 222.]

FLAGSHIP HARTFORD,

Off Mobile, June 4, 1864.

SIR: I have the honor to report the capture of the *Isabel*, an old offender, by the U. S. S. *Admiral*, off or near San Luis Pass, Tex., on the night of the 28th ultimo, after a long chase, in which Acting Volunteer Lieutenant W. B. Eaton was obliged to use not only shell but small arms.

The *Isabel* was sent to South West Pass until the *Admiral* could arrive, and I am sorry to say sank in the Mississippi, near the Quarantine [Station], having been either injured by the fire of the *Admiral* or by the blockade runners before surrendering.

Acting Volunteer Lieutenant W. B. Eaton will give the Department full details. The *Kanawha* and *Kineo* claim to share, and I have forwarded this prize list.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Acting Volunteer Lieutenant Eaton, U. S. Navy, commanding U. S. S. Admiral.

U. S. S. ADMIRAL,
Off Velasco, Tex., May 29, 1864.

SIR: I have the honor to report that the blockade runner *Isabel* was captured by this vessel during the night of the 28th instant while attempting to run into the port of Galveston.

The *Isabel* is a steamer of much notoriety, having made upward of twenty successful trips between Havana and the ports of Mobile and Galveston.

The chase was an arduous one; the night being dark, it was with great difficulty the *Isabel* could be kept in sight, and her commander handled her with great skill and desperate courage, not surrendering until he had received two broadsides at short range, every shot hitting his vessel and our fire from small arms literally driving the men from the wheel.

One of her crew was badly wounded, our surgeon having found it necessary to amputate his left arm and three fingers of his right hand.

The prize was one of the three steamers that ran out from Galveston on the night of the 30th April last.

The prize had in as cargo powder, arms, percussion caps, hardware, and medicines. The powder and some other portion of her cargo were thrown overboard during the chase.

This will be forwarded from New Orleans by the officer in charge of the prize, together with complete price lists of officers and crew of this vessel.

I have the honor to be, very respectfully, your obedient servant,

WM. B. EATON,

Acting Volunteer Lieutenant, Commanding.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Later report of Acting Volunteer Lieutenant Eaton, U. S. Navy, commanding U. S. S. Admiral.

U. S. S. ADMIRAL,
Hampton Roads, Va., June 15, 1864.

SIR: I have the honor to report that this vessel, in obedience to the Department's order, has stopped at this place to forward mails and dispatches.

During this voyage she has supplied vessels of the West Gulf Blockading Squadron as far as Pass Cavallo, Texas, giving them ample supplies of fresh provisions, delivered and received mails, etc.

On the night of the 28th May, ultimo, this vessel captured the steamer *Isabel*, blockade runner. A detailed account of the capture was forwarded to the Department from New Orleans by the prize master in charge.

I regret to state that the *Isabel* on her arrival at Quarantine Station, June 1, on her way to New Orleans was detained; also this vessel, having on board the former crew of the *Isabel*.

The prize was reported to me that night in a sinking condition, and notwithstanding the most strenuous exertions on our part she could not be kept afloat.

On the 2d of June we hauled her up alongside the bank of the river and made her fast with hawsers and lines to the trees. During that night she parted her fastenings, slid off the bank into deep water, and sank.

I have no doubt it was entirely owing to the mismanagement of the officer in charge, or the engineer in charge of the engines, in allowing his steam to run down.

Had steam been kept up until the steam pumping apparatus, which I had telegraphed to New Orleans for, had arrived, we would no doubt have prevented her from being, I am afraid, a total loss.

On the 3d of June I received orders from Commodore Palmer to land my prisoners at Fort Jackson and proceed on our course. While landing the prisoners at Fort Jackson, the captain and chief officer of the *Isabel* (who were given their parole on board) were found missing. On immediate search being made the captain was found secreted in the hold and the chief officer in one of the staterooms. I then put them in irons and delivered them over to the commander of the fort and proceeded to sea, arriving at Pensacola on the 4th of June.

The supply steamer *Circassian* also arrived there the same day.

Left Pensacola June 5 and proceeded to Key West, arriving there on the 8th instant; received on board passengers, mails, and a large number of supernumeraries. A few cases of yellow fever were reported there.

Left Key West June 9, Port Royal June 11.

During the passage from Port Royal to this place the *Admiral* encountered a severe gale from the northward and eastward of forty-eight hours' duration. I am happy to state that her engines have worked well during the whole voyage.

I enclose herewith the usual abstracts required by the Department. Also a list of prisoners captured on the prize steamer *Isabel*.

The mails and dispatches from the squadrons are forwarded from this place.

I have the honor to be, very respectfully, your obedient servant,

WM. B. EATON,
Acting Volunteer Lieutenant, Commanding.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant-Commander Taylor, U. S. Navy, commanding U. S. S. *Kanawha*, claiming a share in the prize.

U. S. GUNBOAT *KANAWHA*,
Off *Velasco, Tex., May 29, 1864.*

SIR: I would respectfully inform the Department that this vessel sailed from Galveston on the 28th instant in company with the U. S. S. *Admiral*, under command of Volunteer Lieutenant William B. Eaton; that at about 6 p. m. we discovered the blockade runner *Isabel* and gave chase; at sunset discovered that the chase was distancing us, but being rapidly overhauled by the *Admiral*. Kept along the land, thinking she might attempt to run on shore; was within signal distance during the whole chase, seeing distinctly the flash of the guns and the bursting of the shells, and altered our course from time to time as seemed necessary for intercepting the chase, and at the time the last gun was fired and the vessel surrendered the *Kanawha* was less than 5 miles distant from the *Admiral* and her prize and within easy signal distance; that I exchanged numbers with the U. S. S. *Admiral* and anchored in company with her before Captain Eaton had finished transferring his prisoners from the prize to the *Admiral*, and loaned him my irons for the purpose of securing them; furthermore, that I sent my surgeon on board the prize at Captain Eaton's request to assist in caring for the wounded.

In view of these facts I hereby claim, on behalf of the officers and crew of this vessel, a share in the proceeds of said capture, and have duly forwarded a prize list to the Navy Department.

I am, sir, very respectfully, your obedient servant,

B. B. TAYLOR,
Lieutenant-Commander.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Endorsement.]

Inform him that he must present his claim to the court.

Report of Lieutenant-Commander Watters, U. S. Navy, commanding U. S. S. *Kineo*, claiming a share in the prize.

U. S. GUNBOAT *KINEO*,
Off *Galveston, Tex., May 30, 1864.*

SIR: I have the honor to inform the Department that this vessel, under my command, was within signal distance of, and presents claim as joint captor with the U. S. storeship *Admiral* and the gunboat *Kanawha* in the capture, on the 28th instant, of the steam blockade runner *Isabel*, near *Velasco*, coast of Texas; and I herewith have the honor to forward a list of officers and crew.

The chase passed within 2 or 3 miles of our blockade station before the town of *Velasco, Tex.*, at the mouth of the *Brazos River*. We saw the flashes and heard the guns at 10 p. m. on said date; immediately got underway and moved about in order to prevent the chase running on shore or entering the port of *Velasco*, by keeping the ship inside the line of firing. We made the usual signal and fired a gun to denote our

presence to render assistance. At 11:40, the firing having ceased and some lights being displayed to the eastward, steamed off in that direction, making our night number as we approached, and 2 miles from the blockade station at Velasco spoke the gunboat *Kanawha* and the supply steamer *Admiral*, having as a prize the steamer *Isabel*.

I have the honor to be sir, very, respectfully, your obedient servant,

JOHN WATTERS,

Lieutenant-Commander, U. S. Navy.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Acting Volunteer Lieutenant Eaton, U. S. Navy, commanding U. S. S. Admiral, on arrival at Hampton Roads.

U. S. S. ADMIRAL,

Hampton Roads, Va., June 15, 1864.

MY DEAR SIR: I have just arrived here after an absence from New York of thirty-two days, our trip having been a very pleasant one with the exception of the last three days, during which time we experienced a heavy gale from the northward and eastward of forty-eight hours' continuance. It seemed more like winter weather than the summer month of June. The ship behaved beautifully.

You will doubtless have learned from Rear-Admiral Farragut of the movements of the enemy's naval forces at Mobile. The ram *Tennessee* and four other rams or ironclads are distinctly visible under the guns of Fort Morgan. All accounts received from deserters and refugees agree in asserting that Admiral Buchanan has promised the people of Mobile that he would, without further loss of time, come out and destroy or disperse our blockading fleet off that port.

If he does, God help him; neither he nor his vessels will ever return.

It gives me much satisfaction to be able to inform you that on the night of the 28th May I captured off the coast of Texas, some thirty-odd miles to the southward of Galveston, the blockade runner steamer *Isabel*, commanded by a man by the name of Blake, who has, during the entire war, been in command of blockade runners and has made, it is said, some twenty-odd trips in the *Isabel* between the ports of Mobile and Galveston and Havana.

The chase commenced at 6 p. m., and the *Isabel* surrendered at 12 midnight. The night was dark and it was with great difficulty the steamer could be kept in view. She was ably handled, and her commander evinced the most desperate courage, not surrendering until two broadsides at close quarters had been poured into him, and our marines pouring in such an incessant fire of musketry that not a man could remain on deck, and not until then did the captain of her show a light as a signal of submission.

Having taken her crew out of her, I sent her in charge of an officer and prize crew to the South West Pass and proceeded down the coast of Texas to supply the vessels off Pass Cavallo. On our return to South West Pass I found the prize had just reached there, and with her proceeded up the river as far as Quarantine Station, where we were detained by the health officer.

The *Isabel* was found to be making water freely, and notwithstanding the most strenuous exertions on our part she could not be kept afloat,

and on the second day of June we hauled her up on a bank and made her fast to the trees. During that night she parted the hawsers and slid off the bank in deep water.

Three or four shots had hit her between wind and water. I have no doubt it was entirely owing to the bad management of the officer in charge of the engines in allowing his steam to go down that the prize was, I am afraid, lost to us.

However much I, in common with the rest of the ship's company, regret our loss of prize money, I am, however, gratified and consoled in the fact of having discharged my duty by destroying a vessel celebrated in the Gulf above all others of her class, and in having received the congratulations of Admirals Farragut and Bailey and all the officers of the East and West Gulf squadrons.

The *Isabel* made during the chase $12\frac{1}{2}$ knots, this vessel making $14\frac{1}{2}$ knots per hour.

I was not surprised to ascertain from Captain Blake, so thorough is the information of the blockade runners, that the reputation for speed this vessel has acquired was well known to them in Havana. In fact, from his statements to me, this is the only vessel in the Gulf they fear, and their departures are so arranged, as far as possible, to prevent falling in with this vessel.

My official report in regard to the capture of the *Isabel* has, I presume, reached the Department.

Hoping the movements of the *Admiral* meet your approbation, I have the honor to be, very respectfully, your old friend,

WM. B. EATON, U. S. Navy.

Hon. GUSTAVUS V. FOX,
Washington, D. C.

Order of Rear-Admiral Farragut, U. S. Navy, to Captain Jenkins, U. S. Navy, regarding stations of certain vessels.

MAY 29, 1864.

DEAR JENKINS: The admiral says to send the *Rodolph* off the Swash Channel, also *Metacomet*. The *Oneida* can lay as you suggest, halfway between you and *Pembina*.

The *Tennessee* will remain near us.

Yours, truly,

P. DRAYTON.

Captain JENKINS.

Letter from Captain Drayton, U. S. Navy, to Captain Jenkins, U. S. Navy, regarding operations off Mobile.

U. S. S. HARTFORD, May 30, 1864.

MY DEAR JENKINS: I send you the paper and a terrapin, referred to by telegraph. Don't you think, in case of a night attack, we would want some more simple designation than our distinguishing lights? A red light might be easily imitated by the enemy. I think "Buck" will come out the next dark night.

Yours, truly,

P. DRAYTON.

Letter from Rear-Admiral Farragut, U. S. Navy, to Brigadier-General Asboth, U. S. Army, regarding guns transferred to the care of the latter, in view of expected attack by Confederate ironclads.

FLAGSHIP HARTFORD,
Off Mobile Bar, May 30, 1864.

GENERAL: I have the honor to acknowledge the receipt of your several letters. I am much obliged to you for placing the heavy guns on the Fort Pickens shore until this raid which the rebels appear intent upon has passed over.

The burning of the steamers at New Orleans is only what I feared would take place if the rebels had the least hope of success in Virginia.

I find all your news by the refugees true, except the number of the rams; they are not here. The *Tennessee* and *Baltic* are all the ironclads they have here at present. I know they have two more, the *Huntsville* and *Tuscaloosa*, at Mobile, and three wooden gunboats. I have a beautiful fleet to meet them, ready and willing on any day in the week; he may hurt us a good deal, but be assured we will hurt him a little. Our affairs appear to look well just now. Sherman has driven Johnston down to Cassville, and has Rome and Kingston; and Grant says Lee is falling back toward Richmond.

Very truly, yours,

D. G. FARRAGUT,
Rear-Admiral, Commanding Western Gulf Blockading Squadron.
Brigadier-General ASBOTH,
Commanding at Pensacola.

Letter from Rear-Admiral Farragut, U. S. Navy, to Commodore Palmer, U. S. Navy, regarding general matters.

U. S. S. HARTFORD,
Mobile Bar, May 31, [1864].

COMMODORE: I have received your communications, and the burning of the steamers is what I have been looking for, and I feared that if the rebel army was at all successful in Virginia they would attempt something of the kind with our Reading Press.

I send you the only engineers I have to spare. I have the *Monongahela* and a fine squadron generally.

I have sent the *Cornubia* to Pensacola to try and reduce her consumption of coal; if I can, I will send her to Texas also. I am glad you have gotten off the *Penobscot* and *Pocahontas*.

I hope you will have no use of vessels to defend New Orleans; if you do, they must be ironclads, for if we can not manage Buchanan in the ocean you could not in the river with those wooden vessels; but the Government appears to think that everything is needed North, and we must take care of ourselves as best we can.

I do not think any launches could get out of Fowl River and Biloxi with the four vessels I have there; besides I am going to send in and capture them. You can keep the *Philippi* at present, but I am much in want of her as a picket boat. I have no small boat for any such purposes, and have to keep the small ship's boats out every night.

I have received a letter from General Banks, saying that he would give us the men.

We will have to stop discharging men until more come out or we shall be without men to man our guns.

I have sent up in the *Glasgow* some grain, etc., captured by the *Narcissus*.

I have never been able to get at anything Lamberta was entitled to; he was connected with Colonel Butler, and they took everything from Mrs. McBride's husband and got all mixed up.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral, Commanding Western Gulf Blockading Squadron.

Commodore JAS. S. PALMER, U. S. Navy,
Commanding First Division, New Orleans.

Order of Rear-Admiral Farragut, U. S. Navy, to Lieutenant-Commander Fitzhugh, U. S. Navy, regarding proposed expedition.

FLAGSHIP HARTFORD,
Off Mobile, May 30, 1864.

SIR: You can go up in the *Cowslip*, as you suggest, but you must take two boats, one to help the other, in case of accident getting on shore. I think it would be well to have a large boat along, but I do not wish you to pass over the bar if there is any risk of getting ashore inside, as the next thing will be that you will have to burn the steamers; so be sure you get two of the little steamers over the bar before you advance, and look out for the light troops.

Yours, respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Lieutenant-Commander W. E. FITZHUGH,
Commanding Gunboat *Sebago*, in the [Mississippi] Sound.

Letter from the Secretary of the Navy to the Secretary of War with endorsements regarding the strengthening of Pensacola defenses.

NAVY DEPARTMENT,
Washington, [D. C.], May 31, 1864.

SIR: I have the honor to submit herewith a copy of a dispatch from Rear-Admiral D. G. Farragut, dated the 9th instant, in which he states as his opinion that if two XV-inch guns are placed on the Old Spanish Battery at Barrancas, and two in an earthwork on the beach on the western front of Fort Pickens, the port of Pensacola will be rendered safe against the attacks of almost any enemy, and to request that prompt measures may be taken by the War Department to carry out the suggestion of Rear-Admiral Farragut.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Hon. E. M. STANTON,
Secretary of War.

[First endorsement.]

WAR DEPARTMENT, *June 4, 1864.*

Respectfully referred to Major-General Halleck, Chief of Staff.
By order of the Secretary of War:

JAMES A. HARDY,
Colonel and Inspector-General.

[Second endorsement.]

JUNE 6, 1864.

Respectfully referred to Chief Engineer and Chief of Ordnance for remarks.

H. W. HALLECK,
Major-General, Chief of Staff.

[Third endorsement.]

ENGINEER DEPARTMENT, *June 11, 1864.*

Respectfully referred to the Chief of Ordnance.

Captain Palfrey is now engaged in arrangements for repairing Fort Pickens. He is about arranging the works for an armament of the existing model of the Ordnance Department, and will introduce the guns recommended by Admiral Farragut as soon as the nature of the case permits.

RICHARD DELAFIELD,
Brigadier-General and Chief of Engineers.

[Fourth endorsement.]

ORDNANCE OFFICE, *June 14, 1864.*

Respectfully returned to Major-General Halleck, Chief of Staff.

I approve of the recommendation of Admiral Farragut, believing that guns of heavier caliber than are now mounted are wanted for the fortifications of Pensacola Harbor. The four XV-inch guns will be supplied by this Department, and with implements, carriages, and ammunition, whenever the arrangements for mounting them are completed and a requisition for them is made to this office.

GEO. D. RAMSAY,
Brigadier-General, Ordnance.

Letter from Rear-Admiral Farragut, U. S. Navy, to the commandant navy yard, Pensacola, regarding alterations to the U. S. S. Cornubia.

FLAGSHIP HARTFORD,
Off Mobile, June 2, 1864.

COMMODORE: Mr. Williamson, the chief engineer of this ship, visits Pensacola navy yard for the purpose of superintending some alterations I desire to have made in the boilers, etc., of the *Cornubia* to reduce her consumption of fuel. Please allow the machine shop to assist him in the work.

Should General Asboth desire to have any of the ammunition for the large guns brought round by the *Maria Wood*, you can let him have it on requisition.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

COMMODORE WM. SMITH,
Commandant Pensacola Navy Yard.

Letter from Rear-Admiral Farragut, U. S. Navy, to the Bureau of Equipment and Recruiting regarding coal.

U. S. S. HARTFORD,
Mobile, June 2, 1864.

SIR: There is an immediate and pressing necessity for at least 3,000 tons of coal at the Pensacola station for the vessels off Mobile. The supply now on hand will be exhausted in about three weeks.

The monthly consumption for the Mobile blockading vessels is at present 2,000 tons, and it seems advisable to be always supplied with enough for two months ahead.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral, Comdg. West Gulf Blkdg. Squadron.

Commander A. N. SMITH,
Chief of Bureau of Equipment and Recruiting, Washington.

Order of Rear-Admiral Farragut, U. S. Navy, to Acting Volunteer Lieutenant Giraud, U. S. Navy, commanding U. S. S. Tennessee.

U. S. S. HARTFORD,
Mobile, June 2, [1864].

SIR: You will proceed with the *Tennessee* under your command to New Orleans and report to Commodore Palmer.

As soon as you have received on board the articles which I have required from the stores of the *Peacock* you will return at once to Pensacola, stopping off this place.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Acting Volunteer Lieutenant P. GIRAUD,
Commanding U. S. S. Tennessee, off Mobile.

Order of Rear-Admiral Farragut, U. S. Navy, to Lieutenant-Commander Gillis, U. S. Navy, regarding transfer of command.

U. S. S. HARTFORD,
Off Mobile, June 2, 1864.

SIR: On the reporting of Commander J. H. Strong you will consider yourself detached from the U. S. S. *Monongahela* and take passage by the first opportunity for New Orleans, reporting there to Commodore Palmer for the command of the U. S. S. *Octorara*.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Lieutenant-Commander J. H. GILLIS,
U. S. S. Monongahela, off Mobile.

Letter from the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, forwarding consular information from Havana regarding proposed Confederate operations.

NAVY DEPARTMENT, June 2, 1864.

SIR: I herewith transmit for your information a copy of extracts from a dispatch * received at the Department of State from the vice-consul-general at Havana in reference to the rebel defenses at Galveston, Tex., of an expedition said to be on foot for the capture of a vessel in Berwick Bay.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. G. FARRAGUT,
Comdg. Western Gulf Blockading Squadron, New Orleans, La.

Letter from the Bureau of Ordnance to Rear-Admiral Farragut, U. S. Navy, forwarding reports on torpedoes.

BUREAU OF ORDNANCE,
Navy Department, Washington City, June 2, 1864.

SIR: The Bureau encloses herewith their reports upon rebel torpedoes, thinking that the information contained therein may be of value to you in your operations in the Gulf.

Should any further information upon this subject be received by the Bureau it will also be forwarded.

I am, sir, your obedient servant,

R. AULICK,
Assistant Chief of Bureau.

Rear-Admiral D. G. FARRAGUT, U. S. Navy,
Comdg. West Gulf Blockading Squadron, New Orleans, La.

Report of Rear-Admiral Farragut, U. S. Navy, calling for promised reinforcements of boats and men.

FLAGSHIP HARTFORD,
Off Mobile Bar, June 3, 1864.

SIR: I beg to call the attention of the Department to the fact that my vessels are getting short of men, and yet I prefer having half a crew of satisfied men to a whole crew of dissatisfied, and therefore suggested the discharge of the men as their times expired, but now, with this formidable enemy before me, I must stop discharging until I either get more men or the enemy comes out.

I also beg to state to the Department that as yet I have received but three of my small vessels out of twelve I purchased in New York, and those I am obliged to employ in Mississippi Sound, and have not one tug in my squadron to run as a picket boat, but have to use my small boats for all such purposes. I would not reiterate this call for my boats and men, but that I hear from the officers who came out here recently that there are plenty of men in the receiving ship at New

*See enclosure Seward to Stanton, May 27, 1864.

York, but I suppose they are landsmen. I am content to have landsmen; I only want force. I have very few but landsmen in this ship, and yet I defy any navy to produce a better drilled crew at their guns. Good officers soon make a good fighting ship of a steamer with plenty of force, and we are fortunate in both in this ship. We also need firemen and coal heavers very much. I have to court-martial the engineers made out here almost as fast as we appoint them. I have two under sentry's charge now on board the *Portsmouth* for desertion, and shall try them so soon as I have the officers to convene a court at New Orleans. All of which is respectfully submitted.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Commanding Western Gulf Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Rear-Admiral Farragut, U. S. Navy, regarding the arrival of three vessels for his command.

No. 219.]

FLAGSHIP HARTFORD,
Off Mobile, June 3, 1864.

SIR: I have the honor to report to the Department the arrival of the following vessels:

May 24, steamer *Philippi*, at New Orleans.

May 25, schooner *Lovet Peacock*, at Pass à l'Outre.

May 31, screw sloop *Brooklyn*, off Mobile.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

Report of Rear-Admiral Farragut, U. S. Navy, transmitting statement of refugees from Mobile.

No. 223.]

FLAGSHIP HARTFORD,
Off Mobile, June 4, 1864.

SIR: As the *Admiral* has arrived here on her way North, I avail myself of the opportunity to inform the Department that we are in statu quo. Admiral Buchanan is lying at Fort Morgan in the *Tennessee*, and refugees report that they are getting the *Nashville* over Dog River Bar, and that there are two other ironclads which have come down from Selma within a few days; that it is not true that Admiral Buchanan intends to leave Mobile Bay; he only intends to destroy Farragut's fleet.

It has been heretofore stated that New Orleans was their main object, but I enclose the testimony of the last refugees.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure.]

Statement of James Nicoll, an alien, from Liverpool, England, who came in to-day from Mobile via Bon Secours Bay:

Left Mobile last Sunday morning and Bon Secours Bay yesterday evening. There are in Mobile Bay, over the Dog River Bar, the *Tennessee*, *Baltic*, *Tuscaloosa*, and *Huntsville*, ironclad rams, and the wooden gunboats *Selma*, *Morgan*, and *Gaines*. The *Nashville* was not yet over the bar, but they had already the camels under her, and she must be over by this time; her bow, stern, and pilot house are only partly ironed. There are two more rams at Mobile not yet plated, and one just completed at Selma and aground above Mobile. There are also at Mobile near the dry dock four iron-plated floating batteries; one of them sank.

[FORT] BARRANCAS, June 2, 1864.

Order of Major-General Sherman, U. S. Army, to Brigadier-General Canby, U. S. Army, regarding operations against Mobile.

ALLATOONA CREEK, GA., June 4, 1864.

Your dispatch of May 26 is received. I agree with you that you can attempt nothing offensive in West Louisiana this year. Prevent, however, any of Kirby Smith's force from coming across the Mississippi; and I would like a strong feint or real attack on Mobile via Pascagoula in connection with Admiral Farragut's fleet. General A. J. Smith's division, reinforced by troops that I can spare from Vicksburg, in all 10,000, would be sufficient. I know from prisoners taken that all the troops in Alabama are here with Johnston, and he is calling for every man from the southwest.

W. T. SHERMAN,
Major-General, Commanding.

General E. R. S. CANBY,
Comdg. Division of West Mississippi, via Cairo.

Order of Major-General Sherman, U. S. Army, to Brigadier-General Smith, U. S. Army, regarding operations against Mobile.

HDQRS. MILITARY DIV. OF THE MISSISSIPPI,
In the Field, Allatoona Creek, June 4, 1864.

Make up a command of from 6,000 to 10,000 men, including your division, out of the force that can be spared at Vicksburg, and make, in connection with Admiral Farragut, a strong feint or demonstration on Mobile by way of Pascagoula. Even if you make a landing it will draw troops from Georgia; but I know there is little or nothing left at Mobile, and if you move rapidly you can take the city and hold it. Show this to General Canby, and General Slocum may take a copy and construe it into an order to make up your command to 10,000 men if possible. What is done should be done at once.

W. T. SHERMAN,
Major-General, Commanding.

General A. J. SMITH,
Comdg. Division on Mississippi River, via Cairo.

Letter from Rear-Admiral Farragut, U. S. Navy, to Major-General Banks, U. S. Army, expressing disapproval of the proposed evacuation of Matagorda.

FLAGSHIP HARTFORD,
Off Mobile Bar, June 4, 1864.

GENERAL: I hear from my officers that you are making preparations for the evacuation of Matagorda. I sincerely hope such is not your intention. It is one of the best ports on the coast, has from 8½ to 9 feet water, and will enable the enemy to carry any goods and munitions of war to the very center of Texas when they run the blockade, and it will require almost as many vessels to blockade it as Galveston, while it appears to me that 500 soldiers, with one of our gunboats lying inside, will hold it forever. Unless this is an order of the Government I hope you will reconsider the subject and conclude not to evacuate it. We will never get it again. We have had experience enough to know that in ports of shallow water vessels can not contend with forts, because they are so shallow in the hold that their machinery is all above water and exposed to shot.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Major General N. P. BANKS,
Commanding Department of Gulf.

Stations of vessels of the West Gulf Blockading Squadron, June 1, 1864.

FLAGSHIP HARTFORD,
Off Mobile, June 4, 1864.

SIR: I have the honor to report the following as the disposition of the vessels of my squadron on the 1st instant:

Stations of vessels of the West Gulf Blockading Squadron, June 1, 1864.

Name.	Station.	Class.
Bloomer.....	Off east end of Santa Rosa Island.....	Steamer.
Charlotte.....	do.....	Sailing vessel.
Itasca.....	Off Pensacola.....	Steamer.
Cornubia.....	do.....	Do.
Arthur.....	do.....	Sailing vessel.
W. G. Anderson.....	do.....	Do.
Kittatinny.....	do.....	Do.
Potomac.....	do.....	Do.
J. C. Kuhn.....	do.....	Do.
Hartford.....	Off Mobile.....	Steamer.
Richmond.....	do.....	Do.
Lackawanna.....	do.....	Do.
Brooklyn.....	do.....	Do.
Seminole.....	do.....	Do.
Monongahela.....	do.....	Do.
Galena.....	do.....	Do.
Ossipee.....	do.....	Do.
Onelda.....	do.....	Do.
Pembina.....	do.....	Do.
Metacomet.....	do.....	Do.
Genece.....	do.....	Do.
Port Royal.....	do.....	Do.
Tennessee.....	do.....	Do.
Kennebec.....	do.....	Do.
Pinola.....	do.....	Do.
Penguin.....	do.....	Do.
Conemaugh.....	do.....	Do.
Sebago.....	In Mississippi Sound.....	Do.
Cowalip.....	do.....	Tug.
Buckthorn.....	do.....	Do.
Narcissus.....	do.....	Do.

Stations of vessels of the West Gulf Blockading Squadron, June 1, 1864—Continued.

Name.	Station.	Class.
Vincennes.....	Ship Island.....	Sailing vessel.
Boho.....	do.....	Coal brig.
Commodore.....	In Lake Pontchartrain.....	Steamer.
Stockdale.....	do.....	Tinclad.
Corypheus.....	do.....	Sailing yacht.
Portsmouth.....	Off New Orleans.....	Sailing vessel.
Fearnot.....	do.....	Do.
M. A. Wood.....	do.....	Do.
Octorara.....	do.....	Steamer.
J. P. Jackson.....	do.....	Do.
Calhoun.....	do.....	Do.
Antona.....	do.....	Do.
Penobscot.....	do.....	Do.
Virginia.....	do.....	Do.
Pocahontas.....	do.....	Do.
Philippi.....	do.....	Do.
Elk.....	do.....	Tinclad.
Rodolph.....	do.....	Do.
Tallahatchie.....	do.....	Do.
Meteor.....	Head of the Passes, Mississippi River.....	Do.
Pampero.....	South West Pass of Mississippi River.....	Sailing vessel.
Nyanza.....	In Berwick Bay.....	Tinclad.
Glido.....	do.....	Do.
Carrabasset.....	do.....	Do.
Princess Royal.....	Off Galveston.....	Steamer.
Kineo.....	do.....	Do.
Cayuga.....	do.....	Do.
Katahdin.....	do.....	Do.
Aroostook.....	do.....	Do.
Estrella.....	do.....	Do.
Gertrude.....	do.....	Do.
Kanawha.....	Off Velasco.....	Do.
New London.....	Off Calcasieu.....	Do.
Owasco.....	Off Sabine Pass.....	Do.
Seiote.....	do.....	Do.
Arizona.....	Off Pass Cavallo.....	Do.
Choctura.....	Pass Cavallo and down the coast to the Rio Grande.....	Do.

The steam tugs *Hollyhock* and *Ida* are used in the Mississippi River from New Orleans to mouth.

The dispatch steamers *Arkansas* and *Augusta Dinsmore* run between New Orleans and the coast of Texas, and the *Glasgow* and *Jasmine* between New Orleans and Pensacola.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Commanding Western Gulf Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Letter from Rear-Admiral Farragut, U. S. Navy, to Brigadier-General Asboth, U. S. Army, regarding general matters.

FLAGSHIP HARTFORD,
Off Mobile Bar, June 5, 1864.

DEAR GENERAL: I have the honor to acknowledge the receipt of your communications by the *Glasgow*, and the statements of the refugees. I was surprised to find that Buchanan's fleet had so increased, and was not a little gratified to hear that he did not intend to take Pensacola and New Orleans. I regret that we can not all be accommodated; but I suppose we outsiders must await the capturing of Richmond and Charleston before they will begin to consider us. I have just written an appeal to General Banks not to abandon Matagorda,

which he is doing as fast as he can. I regret to learn that some misunderstanding has arisen between the provost-marshal and Captain Gibson on the beef question; he complains that the provost has stopped his butcher from bringing him beef, etc.

I wrote him word that I had no doubt but that you would look into the affair if it was treated with proper discretion.

Very respectfully,

D. G. FARRAGUT,

Rear-Admiral, Commanding Western Gulf Blockading Squadron.

Brigadier-General ASBOTH,
Commanding at Pensacola.

Order of Rear-Admiral Farragut, U. S. Navy, to Commander Woolsey, U. S. Navy, regarding the U. S. S. Owasco.

U. S. S. HARTFORD,
Off Mobile, June 5, 1864.

SIR: If the *Owasco* is in bad condition, as I understand she is, send her to Pensacola for repairs.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Commander M. B. WOOLSEY,
U. S. S. Princess Royal,
Commanding Division off Coast of Texas.

Order of Rear-Admiral Farragut, U. S. Navy, to Commander Woolsey, U. S. Navy, regarding the necessity for cleaning the U. S. S. Princess Royal.

U. S. FLAGSHIP HARTFORD,
Mobile Blockade, June 5, 1864.

SIR: I understand that the captain of the blockade runner *Isabel*, in speaking of your vessels, said they did not regard them at all, as they knew they could not catch anything, and I am told that your vessel is so foul that she ought to be cleaned off. So soon as I have vessels enough on the coast of Texas to spare the *Princess Royal* I will let you come up to Pensacola to clean her and scale her boilers, etc.

I wish all vessels sent to Pensacola for repairs during the sickly season.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Commander M. B. WOOLSEY, U. S. Navy,
Commanding Blockade, Coast of Texas.

Order of Rear-Admiral Farragut, U. S. Navy, to Acting Volunteer Lieutenant Beers, U. S. Navy, commanding U. S. S. Penguin.

FLAGSHIP HARTFORD,
Off Mobile, June 5, 1864.

SIR: You will proceed with the *Penguin* under your command off the coast of Texas and report to Commander M. B. Woolsey, commanding the Texas division, for blockading duty.

On your way you will communicate with the vessels off Sabine Pass and deliver such mail as you may have for them

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Acting Volunteer Lieutenant J. R. BEERS,
Commanding U. S. S. Penguin, off Mobile.

Capture of the steamer Donegal, or Austin, by the U. S. S. Metacomet, off Mobile, June 6, 1864.

Report of Rear-Admiral Farragut, U. S. Navy.

No. 224.]

FLAGSHIP HARTFORD,
Off Mobile Bar, June 7, 1864.

SIR: I have the gratification at last to report the capture of another famous blockade runner, the *Donegal*, or *Austin*. The first is her English name and the last her American. She was built in Wilmington, Del. My squadron is no larger than it was formerly, but it is much more efficient, from the fact that I have a depot under my own eye and can keep my vessels in repair. I have but one vessel at Pensacola now, and she was accidentally run into by another gunboat on the night we took the *Donegal*. I had 7 there three weeks ago. When I went to New Orleans, some two months since, I found 23 vessels; now I have only 3, which have been awaiting the tubes which recently arrived in the *Peacock*, so that I am enabled to keep six or seven light vessels on the lookout for the blockade running, while the large ships do the same for Admiral Buchanan. We chased two blockade runners last night, but they evaded our vessels and made their escape; but I think we will make it a very difficult business for them for the future; still, they have advantage and are very skillful. The Department has notified me of the permission to send the men taken in these vessels to Tortugas, but we will rarely have any to send there, as I find by the rolls of this vessel, which is a fair type of them, that all the crew are foreigners, the captain and pilot included. The captain of the *Isabel* and the pilot were the most desperate characters, and shall not be released by my orders. The captain of the *Donegal* I will send North in her for the condemnation of the vessel; the pilot I will hold as one of the principal men who, with Duke, captured the *Boston*, off South West Pass, but all the rest I will put through the strictest examination and oath in relation to their citizenship in the United States, and then discharge those who take it.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Comdg. West Gulf Blockdg. Squadron.

HON. GIDEON WELLES,
Secretary of the Navy.

Additional report of Rear-Admiral Farragut, transmitting report of the commanding officer of the U. S. S. *Metacomet*.

No. 225.]

FLAGSHIP HARTFORD,
Off Mobile, June 7, 1864.

SIR: I have the honor to forward herewith the detailed report of Lieutenant-Commander J. E. Jouett of the capture of the prize steamer *Donegal*, or *Austin*, by the *Metacomet*, under his command, while attempting to run into Mobile Bay. She was taken not long after daylight of the 6th instant, after four hours' chase.

On account of the character of her cargo, supposed to be munitions of war, and which, therefore, can not be disposed of here, and having a number of men on board the vessels off Mobile whose times have expired, I have concluded to send the prize to Philadelphia. She is under charge of Acting Ensign John White, of the *Metacomet*; her prize crew consists entirely of men whose times are out.

The captain, W. H. Smith; mate, W. Brown, and two of the crew, with a Mrs. Gadsden, a passenger, go in the vessel; the rest of the crew have been sent for the present to the U. S. ship *Potomac*, as I have mentioned in my previous dispatch, No. 224.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Comdg. West Gulf Blockdg. Squadron.

HON. GIDEON WELLES,
Secretary of the Navy.

Report of Lieutenant-Commander Jouett, U. S. Navy, commanding U. S. S. *Metacomet*.

No. 8.]

U. S. S. METACOMET,
Off Mobile, June 7, 1864.

SIR: At 1:40 a. m., on night before last, being with my ship, under my command, at anchor, in my station to the east of Mobile Point, the picket boat I had sent to the eastward of me made private squadron signal, signifying that she discovered a strange steamer to the eastward, heading to the south. We immediately slipped and stood toward the east close to the beach, made signal to the admiral, fired two guns, and threw up a rocket in the direction of the flagship; at 3 a. m. discovered a steamer to the eastward, but very soon after lost sight of her; shaped a course E. S. E. At daylight made out a steamer broad on the starboard bow, standing about southeast; stood for her, hoisted our colors, and fired three rifle 12-pounder shell. The strange steamer hoisted English colors; after the lapse of half an hour exploded a shell from the 100-pounder rifle over her stern, at which period she hauled down her colors and stopped the engine. After a chase of four hours boarded and took possession of the steamer *Donegal*, formerly the *Austin*; placed a prize officer and crew on board and took possession of her papers (she had no manifest aboard), which I have forwarded to the judge of the United States district court of Philadelphia, and steamed back to the squadron off Mobile with the prize in company.

Her cargo is an assorted one, consisting principally of munitions of war, etc.

At the time of capture Mobile Point bore per compass W. $\frac{1}{2}$ N., distant 49 miles, Pensacola light bearing per compass N. W. $\frac{3}{4}$ N., distant 21 miles. There were no United States vessels of war within signal distance at time of capture.

Very respectfully, your obedient servant,

JAS. E. JOUETT,
Lieutenant-Commander.

HON. GIDEON WELLES,
Secretary of the Navy.

Order of the Secretary of the Navy to Commander Nicholson, U. S. Navy, commanding U. S. S. Manhattan, to proceed to Pensacola, Fla.

Confidential.]

NAVY DEPARTMENT,
June 7, 1864.

SIR: Proceed with all possible dispatch to Pensacola with the U. S. S. *Manhattan* and report for duty to Rear-Admiral Farragut. You will report at New York to Commander Mullany, who, with the *Bienville*, will accompany the *Manhattan* to Pensacola.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Commander J. W. A. NICHOLSON,
Commanding U. S. S. Manhattan, New York.

Order of Captain Drayton, U. S. Navy, to Captain Jenkins, U. S. Navy, regarding picket duty near Sand Island.

FLAGSHIP HARTFORD,
Off Mobile, June 7, 1864.

MY DEAR JENKINS: The admiral has ordered that a picket boat go in near Sand Island every night. I commenced last night, and it is your turn now. Send a boat to the *Philippi* before dark, and she will tow her in and bring her out. Your pilot must go, too, to look out for the steamer, if you have one.

I would have ordered your master's mate, had he come a half hour sooner.

Yours, truly,

P. DRAYTON.

Captain T. A. JENKINS,
U. S. S. Richmond.

Letter from the Secretary of the Navy to the Secretary of the Treasury, forwarding consular information from Havana, regarding proposed scheme for the capture of United States mail steamers.

NAVY DEPARTMENT, June 8, 1864.

SIR: I have the honor to enclose herewith a copy of a dispatch* addressed to the Secretary of State by the United States vice-consul-

* See May 27, 1864.

general at Havana and communicated to this Department, in regard to a scheme said to be on foot to capture the steamships plying between New York and New Orleans by persons taking passage and seizing them while en route.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Hon. S. P. CHASE,
Secretary of the Treasury.

Letter of censure from Rear-Admiral Farragut, U. S. Navy, to First Assistant Engineer Atkins, U. S. Navy.

FLAGSHIP HARTFORD,
Off Mobile, June 8, 1864.

SIR: I have received the report of Lieutenant-Commander Jouett, relative to your conduct on the occasion of his having directed something to be done in the engine or fire room.

It is not convenient at the time to submit cases of this kind to a court-martial, nor do I desire to do so, inasmuch as your commander does not appear to make any charge of incompetency against you, but that you assume to yourself the right to regulate your own department without the interference of the commander. That right you can never possess, but the only way to avoid such interference is to keep it in such good order as not to justify the slightest fault to be found with the department; but the sooner you get rid of such notions the better, for on the next occasion you manifest that spirit of insubordination I shall assuredly bring you before a court-martial.

I shall direct Lieutenant-Commander Jouett to restore you to duty in the hope that he will have no further manifestation of bad spirit and that you will hereafter do your duty with cheerfulness and obedience.

Very respectfully,

[D. G. FARRAGUT],
Rear-Admiral, Commanding Western Gulf Blockading Squadron.

First Assistant Engineer JAMES ATKINS,
U. S. S. Metacomet.

Letter from Rear-Admiral Farragut, U. S. Navy, to Commodore Palmer, U. S. Navy, regarding general matters.

FLAGSHIP HARTFORD,
Off Mobile, June 8, 1864.

COMMODORE: I think it much better to wait for the dock if you are sure it is coming; the hauling up is a great strain on an old vessel.

All right; Acting Volunteer Lieutenant Crowell is a very good commander for the *Dinsmore*. We have two or three more very good men, Mr. [Ezra] Leonard and [Charles G.] Arthur.

Send us the men as fast as you get them from the Army.

I have informed the Department of the sale of the *Calhoun*.

I am aware that it will be difficult to try any one, and have so informed the Department, but I will do it here if possible.

I care but little for the commanders of the *Granite City* and *Wave*. They ought to have whipped off four times the force, and they surren-

dered before they had any one killed on the *Wave* and only 2 on the *Granite City*; besides, they took no precautions. I read the letters that passed through my hands from the surgeon and Captain Lamson and the odd accounts.

I did not mean to say I expected anything to be done by you in the case of the *Isabel*. If you could have saved anything for the Government or captors it was our duty to do it, but I understood that she had sunk and was a total loss. It was evidently either the act of the captain or the grossest neglect of the prize master and crew.

Very respectfully,

[D. G. FARRAGUT],
Rear-Admiral.

Commodore J. S. PALMER,
Commanding First Division, New Orleans

Letter from Rear-Admiral Farragut, U. S. Navy, to the special agent of the Post-Office Department at New York, regarding the rifling of mail.

FLAGSHIP HARTFORD,
Off Mobile, June 8, 1864.

SIR: I am very much obliged to you for your suggestions in relation to the opening of our letters. It is not the first I have heard of it. Several persons have lost money and complained of it. Even my wife has informed me that her letters had been opened, no doubt because they thought from their size that they contained money, but it so happens that I never sent money by letter otherwise than by draft.

Our system is this: Letters are placed under a sentinel's charge until they go to the mail boat that conveys them to New Orleans or to the supply vessel that takes them North. I have examined those who have lost money from this ship. One officer sent his letter by the *Admiral*, supply steamer. That letter must have opened on board the *Admiral* or in the post-office, New York. Another officer sent his letter by our mail boat to New Orleans on the 5th March, containing \$30. His friends returned the envelope to him, as it was not in his handwriting. It had been directed by one of his messmates, but he noticed that it had been mailed in New Orleans on the 2d May. It is therefore probable that that letter was opened either on board the mail boat or in the post-office at New Orleans.

My own mail—that is, the official mail and my private letters—come from New Orleans in a mail bag I had made for the purpose, with one key in the post-office and one in the hands of my secretary on board. I did this because I suspected some one of opening my letters for the purpose of obtaining information; but be assured I will give this thing my strict attention.

The other vessels generally send their letters in the same way, but not through this ship, except occasionally.

Very respectfully,

[D. G. FARRAGUT],
Rear-Admiral.

J. GAYLER, Esqr.,
Special Agent, Post-Office Department, New York.

Letter from Rear-Admiral Farragut, U. S. Navy, to the Bureau of Ordnance, regarding mortar vessels.

U. S. FLAGSHIP HARTFORD,
Mobile Bar, June 9, 1864.

SIR: In reply to your communication of the 19th ultimo, I have to state that I have no further need of mortar vessels in this squadron, and therefore do not desire them to be sent out.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

Commander H. A. WISE,
Chief of Bureau of Ordnance, Washington.

Report of Acting Ensign O'Brien, U. S. Navy, commanding U. S. schooner O. H. Lee, of arrival at Boston.

U. S. SCHOONER O. H. LEE,
Boston Navy Yard, June 9, 1864.

SIR: I have the honor to report my arrival at this yard from Pensacola, Fla., via Beaufort and New York, this day. I put into Beaufort on account of having sprung a leak, and reported to Rear-Admiral Paulding at New York.

Very respectfully, your obedient servant,

DOUGLASS F. O'BRIEN,
Acting Ensign, Commanding.

HON. GIDEON WELLES,
Secretary of the Navy.

Letter from the Secretary of the Navy to Acting Master's Mate Brown, U. S. Navy, U. S. S. Katahdin, forwarding medal of honor.

NAVY DEPARTMENT, June 9, 1864.

SIR: I have the pleasure of transmitting herewith the medal of honor awarded to you by the Navy Department in General Orders, No. 32, for gallant conduct whilst serving on board the U. S. S. *Albatross* in the action with Fort De Russy, May 4, 1863. Please acknowledge its receipt.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Master's Mate JAMES BROWN,
U. S. S. *Katahdin*, off Galveston.

Order of Rear-Admiral Farragut, U. S. Navy, to Commodore Palmer, U. S. Navy, regarding prisoner taken on blockade runner off Galveston.

FLAGSHIP HARTFORD,
Off New Orleans, June 9, 1864.

COMMODORE: The Department has written to me about a man named Horace M. Smith, said to be confined on the *Portsmouth*, taken on a blockade runner off Galveston.

His father, it is stated, is a citizen of Connecticut, and the man himself only wanted to escape from rebeldom, and therefore shipped on a vessel running a blockade.

If there is nothing beyond this in his case and he is willing to take the oath of allegiance, administer it to him and let him go.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Commodore J. S. PALMER,
Commanding First Division, New Orleans.

Order of Rear-Admiral Farragut, U. S. Navy, to Commodore Palmer, U. S. Navy, regarding boats in store at New Orleans.

FLAGSHIP HARTFORD,
Off Mobile, June 9, 1864.

SIR: Whenever you can possibly do so, send to Pensacola at least one-half the boats now in store at New Orleans, as we stand greatly in need of them.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Commodore J. S. PALMER,
Comdg. First Div. West Gulf Blkdg. Squadron, New Orleans.

Order of Rear-Admiral Farragut, U. S. Navy, to Acting Volunteer Lieutenant Crowell, U. S. Navy, commanding U. S. S. Augusta Dinsmore.

FLAGSHIP HARTFORD,
Off Mobile, June —, 1864.

SIR: You are hereby ordered to take command temporarily of the U. S. S. *Augusta Dinsmore*.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Acting Volunteer Lieutenant M. B. CROWELL,
U. S. S. Augusta Dinsmore, New Orleans.

Report of Lieutenant-Commander Fitzhugh, U. S. Navy, regarding captured boats.

U. S. S. SEBAGO,
Off Grant's Pass, Mississippi Sound, June 9, 1864.

SIR: In my communication of the 4th instant I had the honor to inform you of the capture of a number of yacht-built boats and a small steam boiler. Since then I learned that there is on board the *Buckthorn* a small hoisting engine that is not used. I have sent Mr. Morris, the senior engineer of this vessel, to see if it could be applied to one of the boats. From my description of the boat, supposed to have

belonged to a man by the name of Lafayette, and the size of the boiler he thinks that at a trifling expense a steam yacht might soon be fitted up.

I understand that most of the boats were more or less injured in towing them to Ship Island. If so, I fear if an early disposition is not made of them, they will soon be destroyed.

One of the small boats I have here and shall keep until some disposition can be made of her. She is about 2 tons and of little value.

Lieutenant Godfrey, the commander of the *Buckthorn*, expresses himself perfectly satisfied with Mr. Maycock as pilot. Should I require another pilot for this vessel (*Sebago*), I should not hesitate to trust him.

I herewith enclose three Mobile papers, received by refugees recently arrived at Horn Island.

I have nothing unusual to communicate concerning Grant's Pass.

I am, sir, very respectfully, your obedient servant,

W. E. FITZHUUGH,
Lieutenant-Commander, U. S. Navy.

Rear-Admiral D. G. FARRAGUT,
*Commanding West Gulf Blockading Squadron,
U. S. S. Hartford, off Mobile.*

Report of Acting Volunteer Lieutenant Bruner, U. S. Navy, commanding U. S. ship Nightingale, of arrival at Boston.

U. S. SHIP NIGHTINGALE,
Off Boston Naval Station, June 9, 1864.

SIR: I have the honor to report the arrival of this ship, under my command, in obedience to an order from Rear-Admiral D. G. Farragut, a copy of which order is herewith enclosed, marked A.

I have the honor to be, sir, your obedient servant,

E. D. BRUNER,
Acting Volunteer Lieutenant, Commanding.

HON. GIDEON WELLES,
Secretary of the Navy.

[Enclosure A.]

U. S. FLAGSHIP HARTFORD,
Off Pensacola, May 17, 1864.

SIR: When the *Nightingale* is ready for sea, you will proceed with her to Boston and report to the commandant of the yard, showing him these orders.

Your crew will be composed of men whose times have expired and who are sent North to be discharged. You will report also to the honorable Secretary of the Navy.

The *Nightingale* is ordered North because she is supposed to be infected with the poison of yellow fever, which, for the safety of the squadron, requires her to be withdrawn from this neighborhood.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Acting Volunteer Lieutenant E. D. BRUNER,
Commanding U. S. Ship Nightingale, Pensacola Bay.

Order of the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, regarding the U. S. storeship Courier.

NAVY DEPARTMENT, *June 9, 1864.*

SIR: The U. S. storeship *Courier* sailed on the 27th ultimo for New Orleans with stores for your squadron. Be pleased to direct her, after discharging her cargo, to stop at Port Royal, on her way North, and report to Rear-Admiral Dahlgren or the senior officer present for duty there in place of the U. S. ship *Supply*.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. G. FARRAGUT, etc.,
New Orleans.

Letter from the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, regarding ironclads.

NAVY DEPARTMENT, *June 9, 1864.*

SIR: Your No. 207 has been received. The Department has informed Rear-Admiral Porter of the importance of sending to you without fail some of the new ironclads building on the Mississippi, and directed him to try to hurry them forward, if they are not ready.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Rear-Admiral D. G. FARRAGUT,
Comdg. West Gulf Blockdg. Squadron, New Orleans.

Capture of the Sloop Yankee Doodle by the U. S. S. Elk, June 10, 1864.

Report of Rear-Admiral Farragut, U. S. Navy.

No. 253.]

FLAGSHIP HARTFORD,
Off Mobile, June 20, 1864.

SIR: I have the honor to report the capture on the 10th instant of the sloop *Yankee Doodle*, coming out of the middle entrance of the Pearl River, Mississippi Sound, by the U. S. S. *Elk*, Acting Volunteer Lieutenant Nicholas Kirby, commanding.

The vessel and cargo, consisting of 8 bales of cotton, were taken to New Orleans for adjudication.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Acting Volunteer Lieutenant Kirby, U. S. Navy, commanding U. S. S. Elk.

U. S. S. ELK, No. 47,
New Orleans, La., June 13, 1864.

SIR: I most respectfully beg leave to report that on Friday, the 10th instant, I captured the sloop *Yankee Doodle*, coming out of the middle entrance of the Pearl River with a cargo consisting of 8 bales of cotton, and as she had not the proper papers I took her to Fort Pike, from which place I telegraphed to Commodore Palmer and received orders from him to bring her to this city and turn her over to the court, which order I have this day carried out.

Very respectfully, your obedient servant,

NICHOLAS KIRBY,
Acting Volunteer Lieutenant, Commanding.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron, off Mobile.

Letter from the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, forwarding consular information from Havana regarding the movements of blockade runners Mail and Denbigh.

NAVY DEPARTMENT, June 10, 1864.

SIR: The following is from a dispatch dated the 30th ultimo received by the Secretary of State from the U. S. consul-general at Havana and submitted to the perusal of this Department:

The blockade-running steamer *Mail* cleared from Havana on the 28th of May for Nassau, but it is believed that her destination is Galveston. This morning the *Denbigh* arrived from Mobile, having made the passage in two days. Some effort should be made to put a stop to the career of this vessel. For some time past her arrival here, when due, has been looked for with the same degree of certainty of any steamer regularly running to this port, and so far she has not disappointed expectations.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Rear-Admiral D. G. FARRAGUT,
Comdg. Western Gulf Blockading Squadron, New Orleans.

Order of Rear-Admiral Farragut, U. S. Navy, to Lieutenant-Commander Fitzhugh, U. S. Navy, commanding U. S. S. Sebago, in view of reported plan for capture of small Federal vessel near Pascagoula, Miss.

FLAGSHIP HARTFORD,
Off Mobile, June 11, 1864.

CAPTAIN FITZHUGH: I learned yesterday that it was no doubt the intention of the rebels stationed around Pascagoula to attempt the capture of one of our small steamers, and that the plan was to make some excuse for a flag of truce and draw the captain or an officer with a boat's crew on shore and in a little while, by way of evincing their good feeling, offer liquor freely and get the men drunk and, I suppose, send some on board the steamer. In the meantime they would prepare a vessel with cotton bales around to protect their men and go out

and board the steamer. The *Narcissus* was the boat they most desired.

Mark the moral—that our men are such drunkards that they can calculate with almost certainty on it to capture our vessels.

Two vessels have recently been captured in this manner on the coast of Texas. In one case the officer says he left the deck for not over ten minutes in charge of the best man he had, the acting boatswain of the *Kineo*, and when he came on deck the whole prize crew were beastly drunk, and the boatswain so crazy that he jumped overboard and was the only man saved from prison. The rest were captured.

I wish you would have these facts made known to the men of your crew and the other vessels in the [Mississippi] Sound and guard them against having any flags of truce or exposing their men to the temptation of liquor.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Lieutenant Commander FITZHUGH, U. S. Navy,
Commanding U. S. S. Sebago.

Order of Rear-Admiral Farragut, U. S. Navy, to Acting Volunteer Lieutenant Arthur, U. S. Navy, commanding U. S. S. Cowslip, to proceed to Pensacola.

FLAGSHIP HARTFORD,
Off Mobile, June 11, 1864.

SIR: Proceed to Pensacola with the U. S. S. *Cowslip*, and on your arrival report to Commander Gibson, the senior officer afloat, and to Commodore W. Smith at the navy yard for coal and any repairs that may be required.

Land the 30-pounder Parrott, with the ammunition belonging to it, and get in its place a 20-pounder Parrott.

Have your vessel prepared for service as soon as possible and let me know when such is the case.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Acting Volunteer Lieutenant C. G. ARTHUR,
U. S. S. Cowslip, off Mobile.

Letter from Rear-Admiral Farragut, U. S. Navy, to the Bureau of Ordnance, urging the procuring of steel shot for use against ironclads.

U. S. FLAGSHIP HARTFORD,
Mobile, June 11, 1864.

SIR: As I perceive by the Scientific American that steel shot penetrates with great ease all the ironclad armor as yet presented for experiment, do you not think that, if possible, to procure them we who have this momentous question of wood against iron to settle should have them? We have nothing but common cast-iron shot

(solid) to encounter 6-inch iron armor, and although I hope that if Admiral Buchanan comes out we will give such an account of him and his seven vessels as becomes the Western Gulf Squadron, I think it my duty to call on the Bureau for the best means to encounter this new system that can be procured. I hope the Bureau will give this request its earliest and earnest consideration.

Very respectfully,

D. G. FARRAGUT,

Rear-Admiral, Commanding Western Gulf Blockading Squadron.

H. A. WISE,

Chief of Bureau of Ordnance, Washington, D. C.

Letter from Rear-Admiral Farragut, U. S. Navy, to Commodore Palmer, U. S. Navy, regarding general matters.

U. S. FLAGSHIP HARTFORD,
Off Mobile, June 13, 1864.

COMMODORE: I received your communication by the *Glasgow*, and in reply have to say that unless we receive some coal vessels very soon I shall have to send our blockaders to New Orleans for coal. We have had no arrival for upward of a month and have only 1,000 tons at Pensacola, and nearly the whole fleet to coal within two weeks.

You can haul up or take on the dry dock, if it arrives, the *Arkansas* as soon as you please, but let me know if the dock comes down, as we have one or two vessels that must be taken up on it.

I will send the engineer for the trial of the *Meteor*. I will also send the *Tennessee* for the remainder of the articles I require. I received four carpenters; who have been working constantly upon the rams. They are now breaking up the old *Baltic* and putting her iron on the *Nashville* forward and aft 3 inches thick, but I fear they will not come out; yet if they do, it will be in the night. Buchanan was very much surprised when he came down and saw my fleet maneuvering. He said, why he thought he would get out upon us before we could collect any more vessels, and says now that he must have all his vessels before venturing out; but that won't make us slacken our vigilance in the least. I think the statement sent by your provost-marshal's friend was the greatest tissue of lies I ever read about the *Tennessee*. That fellow is either a traitor or a fool. He, I think, wants to scare us off.

What an opportunity for gallantry, to make a diversion in Sherman's favor by coming down upon Mobile; but I have long since given up all hopes in the Department of the Gulf, but still trust that it may resuscitate.

The *Circassian* had orders to run up to New Orleans on her return from Texas unless stopped at Quarantine. Should she be detained there, you will have to communicate with her at that place.

Since writing the above a coal schooner sent by you arrived off the bar this evening, and I sent her to Pensacola to discharge. It was a great relief to me. Continue to send them to Pensacola as they arrive off South West Pass until I notify you that others are beginning to arrive at Pensacola direct. You appear to have enough to last you for four or five months.

I wish you to ascertain from the founders where the molding sand is procured on the Mississippi River, and send us to Pensacola at least 150 tons of it. Paymaster Clark will pay for it.

Very respectfully,

[D. G. FARRAGUT],

Rear-Admiral, Commanding West Gulf Blockading Squadron.

Commodore JAMES S. PALMER,
Commanding First Division
West Gulf Blockading Squadron, New Orleans, La.

Letter from Major-General Canby, U. S. Army, to Rear-Admiral Farragut, U. S. Navy, regarding orders given to furnish military information to the latter.

HDQRS. MILITARY DIV. OF WEST MISSISSIPPI,
New Orleans, La., June 13, 1864.

ADMIRAL: I have the honor to transmit herewith a copy* of a communication received through the honorable Secretary of State, and furnished to these headquarters by the honorable Secretary of War. The information as to the numerical strength of the force at Galveston coincides with that derived from other sources.

I have the honor, further, to inform you that I have instructed Colonel Albert J. Myer, Chief of Bureau of Signal Corps at these headquarters, to furnish from time to time for your information copies of whatever information relating to the enemy within your sphere of operations may be collected at that bureau.

With assurances of high consideration, I am, admiral, very respectfully, your obedient servant,

ED. R. S. CANBY,

Major-General, Comdg. Military Division West Mississippi.

Rear-Admiral D. G. FARRAGUT, U. S. Navy,
Commanding Gulf Squadron, off Mobile.

Letter from Brigadier-General Bowen, U. S. Army, to Rear-Admiral Farragut, U. S. Navy, forwarding a sword presented by the Loyal League of New York.

OFFICE OF PROVOST-MARSHAL-GENERAL,
DEPARTMENT OF THE GULF,
208 Carondelet street, New Orleans, June 14, 1864.

MY DEAR ADMIRAL. I am most happy to be the medium of transmitting to you the accompanying sword, presented by the Loyal League of New York, as a testimonial of the sense in which your distinguished services to the Union are held by that association of loyal men.

The presentation ought to have taken place on the waters of the Mississippi and in front of the city now compelled to return to its allegiance. It should have been made in the presence of the Army and Navy, that they may learn to emulate your glorious achievements by

* See p. 304.

seeing how a grateful people appreciate them, nor would the lesson have been without its value on this population, whose seeming loyalty is maintained only by the guns directed at them.

But you are away watching over the interests of the country for which you have done so much, and the presentation must be made without its fitting circumstances and appropriate witnesses.

I remain, my dear admiral, with great respect, your obedient servant.

JAMES BOWEN,
Brigadier-General.

Rear-Admiral D. G. FARRAGUT.

Letter from Rear-Admiral Farragut, U. S. Navy, to Rear-Admiral Bailey, U. S. Navy, referring to the captured steamer Donegal, or Austin.

FLAGSHIP HARTFORD,
Off Mobile, June 14, 1864.

DEAR ADMIRAL: As you are in the line of business called blockade catching, and apparently a little in the way of running, I thought I would send you a letter we took in the *Donegal*, or *Austin*. It appears that all these vessels have two names. Jouett caught her on Monday morning, the 6th. We came very near catching the *Denbigh* also the next night, but he was too smart for us and doubled us all and got in and now lies under the fort (Morgan). I do not know why, unless some of our boats struck her, which they certainly would have done but for fear of firing into each other. I am in hopes we will do better hereafter. I keep the large vessels to look after Buchanan, and the light gunboats for the blockade running. I sent the *Donegal* to Philadelphia, seeing that you had no court, and we can not sell a cargo of arms and munitions of war at New Orleans; besides, I am not sorry to have a good reason for sending her North, as our charges have been very heavy. Now comes the business part of my letter. The inclosed letter from Beckwith to Samuel Brock, of Havana, will let you know how you are patronizing the business, and it may give you a chance to watch the parties named therein, as I take it for granted that those who are so reliable for Brock and Beckwith are not very reliable for you. I would also like you to find out a little, if you can, in relation to Mrs. Gadsden. She is evidently an English woman, and has now gone to Philadelphia in the *Donegal*. Says she was going to get her father away from Mobile. She is either a spy or the mistress of the captain. The pilot, I will, by the first opportunity, send to Tortugas; he is one of those who captured the *Boston* off the South West Pass. The captain is an old offender; says he has run the blockade twenty-one times and expects to run as often again; he thinks he will get off as an English subject. I catch you pilfering again; the *Circassian* brought us, as we supposed, some ———, but they found claimants at Key West.

I expect to have a long account to settle with you before this war is over; but keep your boys on the lookout for the *Denbigh* and *Mary*. They say the latter is very fast, and a screw. We nearly had the *Denbigh*; she has not moved from the fort yet, so she must have been hit by some of the shot fired at her; but he is a bold rascal, and well he may

be, for if I get him he will see the rest of his days of the war in the Tortugas.

Very truly, yours,

D. G. FARRAGUT.

Rear-Admiral T. BAILEY,
Commanding East Gulf Squadron.

Letter from Rear-Admiral Farragut, U. S. Navy, to the Assistant Secretary of the Navy, regarding general matters.

FLAGSHIP HARTFORD,
Off Mobile, June 14, 1864.

DEAR SIR: We are still lying here watching Buchanan. I took 4 German refugees yesterday from Mobile; they were all carpenters, and had been at work upon all the rams. They inform me that they are now breaking up the old *Baltic* and plating the *Nashville* with her iron, forward and aft and on the outside of the wheelhouses. They say we disappointed Buchanan very much; he thought our fleet was very small, and when he came down was greatly impressed at seeing the large vessels here, and took up several persons upon suspicion of having given us information of the *Tennessee* getting over the Dog River Bar, but they say they think he will come out yet, but it must be when the weather suits him, very smooth, and that he will come with his whole force, and at night.

I wrote to Wise to send me some steel shot, as I see by the experiments in Prussia that they penetrate iron with great ease. I hope to do well, but the steel would do better. I have good cutters on the bows of several of the heavy vessels and will soon have them on all. I am preparing torpedoes and will soon be able to fight the devil with fire.

I can hear nothing from the army lately, which we consider a good sign; if there is bad news they send it immediately. The refugees say that all you can get out of them in Mobile is that they are whipping our army in every fight. I am not the judge, but it appears to me that if General Canby was to come down to Mobile that he could take it with great ease. They have no troops except just enough to man the forts. If we had one ironclad we could go in at any moment, and that is [useless] because we could not get at their ironclads after we got in, and they could choose their distance on the flats to cut us up.

I am very anxious to hear the true account of the fight between the ironclad in the sound and our gunboats. I can not believe the statement I see in the newspapers. I mean the last fight, where the *Sassacus* beat her off and she retreated up the river.

There is a young man who was formerly in this squadron, Mackenzie. I am told that he has had some difficulty with his commander. I have no interest in the young man, never saw him but once; but he is the friend of my young friend and flag-lieutenant, Crittenden Watson, and he begged me to see if I could not get him ordered down here. If there is no good reason why he should not be, I would be glad to oblige them both.

We are beginning to intercept the blockade runners a little. There are only two left, but they can soon multiply them. The *Denbigh* we ran very close the other night, but she was too quick for us.

Very truly and respectfully,

D. G. FARRAGUT.

[G. V. Fox.]

Order of Rear-Admiral Farragut, U. S. Navy, in case of attack by the enemy off Mobile.

U. S. FLAGSHIP HARTFORD,
Mobile Blockade, June 14, 1864.

In case the enemy should come out, either at night or during the day, the right wing, composed of the *Richmond* and vessels to the eastward, is to attack him in flank and endeavor to prevent his getting back inside the bar.

The heavy ships should keep as close to each other as possible, run at the ram *Tennessee* and strike her, if practicable, just abaft the casemate, firing only when within a few yards, and then concentrating at the water line and ports. If the broadside guns will bear, direct one or two to throw grape into the ports when they are opened.

The *Brooklyn* and heavy vessels to the westward will attack in the same way on the other flank.

This is communicated now, as it might not be possible to make signals clearly understood at the time of encounter.

[D. G. FARRAGUT],
Rear-Admiral, Commanding West Gulf Blockading Squadron.

Letter from Rear-Admiral Farragut, U. S. Navy, to Brigadier-General Asboth, U. S. Army, regarding conditions at Mobile.

U. S. FLAGSHIP HARTFORD,
Off Mobile, June 14, 1864.

GENERAL: I am very much obliged for the information you sent me, but I had taken 4 refugees, carpenters, who have been working on all the ironclads in Mobile. I sent them to Pensacola; they are all Danes. I am well posted in all that relates to Mobile now; they are taking the iron off of one of the clads to put on the *Nashville*. The fact that they can hear nothing in Mobile about the army is sufficient to me that all is going right with us.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

Brigadier-General ASBOTH,
Commanding at Pensacola, Fla.

Letter of censure from Rear-Admiral Farragut, U. S. Navy, to Commander Gibson, U. S. Navy, commanding U. S. ship Potomac.

U. S. FLAGSHIP HARTFORD,
Off Mobile, June 14, 1864.

SIR: I have read with regret the explanations and documents of General Asboth in relation to your difficulty with him and his command, and I say with pain that I do not see a line from you to justify the course you have taken, and, moreover, if the papers are true copies (which I do not doubt) and I had the officers and the public interest would justify it, I would prefer charges against you and bring you before a court-martial and thereby save myself the onus of becoming judge in the case. The case is simply this: To begin, you gave certain men (Jones, Roach, and Alba) permission to butcher cattle on the Live-Oak plantation, a matter you had nothing to do with, and then because the provost-marshal would not let these people go back and forth without his consent, you threatened General Asboth that you would send armed boats to enforce your permits to those men, whom you say you know to be loyal. Mr. Watte deposes upon oath that he is charged with the care of the Live-Oak plantation and that he forbade them to butcher cattle there.

The next outrage you commit is that, notwithstanding you had an understanding with the general to carry out the order of Commodore Bell, the then commanding officer of the station, by not giving any pass without the endorsement of the commanding general, by way of evading that understanding, or rather, I should say, "order of Commodore Bell," you gave a person by the name of Goolsby an order "to go to East Pass, in the *Industry*, and deliver certain articles—flour, coffee, empty barrels, etc.—after which return to this place and report on board this ship," all of which was a fraud, as the said Goolsby had no connection with the Navy. You had no right to give him any such order, and the articles were not intended for the men under your command, which it was evidently your desire to convey to the general; but as the order was given by a commander in the Navy, the general allowed the men to go free, because he saw that he had no knowledge of the contents of the paper given him, believing that it was a simple pass to take these articles to East Pass to trade.

This, sir, is the state of your case, and unless you can make it appear in a different light to me I shall send a copy of this paper to the honorable Secretary of the Navy and request the withdrawal of my letter in your behalf and the removal of you from this station.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

Commander ALEX. GIBSON,
Commanding U. S. Ship Potomac, Pensacola, Fla.

Order of Rear-Admiral Farragut, U. S. Navy, to Acting Volunteer Lieutenant Giraud, U. S. Navy, commanding U. S. S. Tennessee, for transportation of ordnance to Pensacola.

FLAGSHIP HARTFORD,
Mobile, June 16, 1864.

SIR: Proceed to New Orleans and report to Commodore Palmer for the purpose of bringing round to Pensacola certain articles of ordnance, etc., which have been written for.

Use all haste in getting the things on board, when you will at once leave for Pensacola, communicating with me off this place on your way.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Acting Volunteer Lieutenant P. GIRAUD,
U. S. S. Tennessee, off Mobile.

Order of Rear-Admiral Farragut, U. S. Navy, to Commodore Palmer, U. S. Navy, regarding articles to be forwarded on the U. S. S. Tennessee.

U. S. FLAGSHIP HARTFORD,
Mobile Blockade, June 16, 1864.

SIR: You will send by *Tennessee* four of the XI-inch guns, with carriages and equipments, as many boats as can be carried, 500 100-pounder shot and shell, one-half of the anchors and chains remaining on hand, and any stores in any of the departments that can be opened.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

Commodore JAMES S. PALMER, U. S. Navy.

Order of the Secretary of the Navy to Acting Volunteer Lieutenant Smith, U. S. Navy, regarding the landing of ordnance stores at Pensacola.

NAVY DEPARTMENT, June 17, 1864.

SIR: You will land the ordnance stores that are to be sent out in the *Bermuda* on the coming trip at Pensacola, but before doing so you will communicate with the senior naval officer off Mobile as to the propriety of your entering that port.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Acting Volunteer Lieutenant J. W. SMITH,
Commanding U. S. Supply Steamer *Bermuda*,
Navy Yard, Philadelphia.

Letter from Captain Drayton, U. S. Navy, to Captain Jenkins, U. S. Navy, referring to operations against Richmond.

FLAGSHIP HARTFORD, June 17, 1864.

MY DEAR JENKINS: Enclosed are your requisitions.

I must confess that I can make nothing out of the newspapers, and as everything must depend on a battle, both in the case of Grant and Sherman, try and keep as cool as possible. In the case of the former, I scarcely see how his position is better than McClellan's, except in the fact of his being a man of more energy.

As to besieging Richmond on one side, that is simply ridiculous. The end may be near, but I see no sign of it yet.

Could we have occupied the railroad south and west, as was planned, then the whole face of affairs would have been changed and might have been likened to Vicksburg; now it is only Sebastopol.

Did you send out any of the admiral's orders for attacking the ram? I gave two copies to Alden and Strong, respectively.

Yours, truly,

P. DRAYTON.

Captain T. A. JENKINS,
U. S. S. Richmond.

Report of Major-General Canby, U. S. Army, regarding preparations for attacking Mobile.

HEADQRS. MILITARY DIVISION OF WEST MISSISSIPPI,
New Orleans, La., June 18, 1864.

(Received 3:10 p. m.—27th.)

The preparations for a demonstration against Mobile are progressing favorably. The force required for this purpose is greater than General Sherman indicates in his telegram to me. I will be able to send a force twice as great without endangering anything. The forces collecting at Memphis, which must be now quite large, I will not draw upon while there is any danger to be apprehended for General Sherman's communications. I have just returned from the fleet off Mobile. Admiral Farragut will render any assistance that may be in his power, and is now quietly conducting some preliminary examinations that are necessary.

ED. R. S. CANBY,
Major-General, Commanding.

Major-General H. W. HALLECK,
Chief of Staff, Washington, D. C.

Letter from Rear-Admiral Farragut, U. S. Navy, to Brigadier-General Bowen, U. S. Army, acknowledging the sword presented by the Loyal League of New York.

U. S. FLAGSHIP HARTFORD,
Off Mobile Bar, June 18, 1864.

MY DEAR GENERAL: I have the honor to acknowledge the receipt of your kind note, informing me of your having been assigned the agree-

able duty of transmitting me a sword presented by the Loyal League of New York as a testimonial of the sense in which my services to the Union are held by that association of loyal men.

I sincerely thank you, general, for your good intentions of a public presentation and the high-toned and flattering sentiment you express, that it might serve to stimulate the military and have, at the same time, a salutary effect upon the citizens of New Orleans.

But, as you say, general, I am away "watching over the interests of our country," and literally watching its enemies, who, like hawks, are ready to dart upon us at the first unguarded moment. Had I been able, however, to be present and have received the sword in the manner you desired, I could only have expressed, under the fair canopy of heaven and in the presence of thousands, my grateful sense of the high appreciation of my services to the country by the Loyal League in the presentation of this most appropriate testimonial.

I beg you to say to the presiding officer of the league that I received the sword with a full appreciation of the great honor thus conferred; and as my whole life has been devoted to my country, I hope that in the due course it will descend to my only son, who, like his father, will always be ready to draw it in defense of the Union and against its enemies.

With great respect, general, I remain, your obedient servant,
D. G. FARRAGUT,
Rear-Admiral.

Brigadier-General JAMES BOWEN,
Provost-Marshal-General, Department of Gulf.

Order of Rear-Admiral Farragut, U. S. Navy, to Commander Gibson, U. S. Navy, regarding the crew of the U. S. S. Glasgow.

FLAGSHIP HARTFORD,
Off Mobile, June 19, 1864.

SIR: As it is important that the crew of the *Glasgow* should be trusty persons, you will permit Acting Master Dyer to exchange one seaman and one ordinary seaman now on board of his vessel, and allow him to retain those men that he borrowed from the *Potomac*, you replacing them from those for general service, and do not give him any men who are in debt. Bring the *Bloomer* to the navy yard for repairs.

Very respectfully, your obedient servant,
D. G. FARRAGUT,
Rear-Admiral.

Commander A. GIBSON,
U. S. Ship Potomac.

Letter from Rear-Admiral Farragut, U. S. Navy, to Major-General Canby, U. S. Army, offering cooperation in preparing for attack upon Mobile.

U. S. FLAGSHIP HARTFORD,
Off Mobile, June 20, 1864.

GENERAL: I had the [Mississippi] Sound pilots on board yesterday, and find that you can carry 8 feet water up to Pensacola wharf, or 6

feet up to within 100 yards of the shore at Portersville. The road is good from Portersville up to Mobile; the Pascagoula road is also good, except in two or three places in wet weather. If you desire it, send an engineer officer down to me, and I will send an experienced officer, Captain Jenkins, whom I believe you know, to make all the necessary explorations. There are two lighters at Ship Island that will do to land the troops at Portersville, if you select that place.

Please let me hear from you. Commodore Palmer will give all the assistance in his power when you call upon him in the way of tinclads.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral

Major-General CANBY,
Commanding Department of the Gulf, New Orleans.

Letter from Brigadier-General Dwight, U. S. Army, to Commodore Palmer, U. S. Navy, enquiring regarding naval defenses in Berwick Bay and La Fourche district.

HEADQUARTERS DEPARTMENT OF THE GULF,
New Orleans, June 20, 1864.

COMMODORE: The commanding general desires me to request of you the following information: What amount of naval force is there in the waters of Berwick Bay and those waters adjacent, and number on the defense of the La Fourche district? Can that naval force be increased or rendered more effective? The commanding general desires this information in view of the fact that without the aid of the navy the La Fourche district will not be safe if invaded by a large force of the enemy. The general requests an answer at your earliest convenience.

I am, commodore, very respectfully, your obedient servant,

W. DWIGHT,
Brigadier-General and Chief of Staff.

Commodore J. S. PALMER,
Commanding, etc.

Report of Rear-Admiral Farragut, U. S. Navy, regarding coal.

No. 254.]

U. S. FLAGSHIP HARTFORD,
Mobile, June 20, 1864.

SIR: I have been very uneasy about my supply of coal at Pensacola, and have been compelled to stop my fleet exercises in consequence.

By my orders two vessels have been sent round from New Orleans lately, which enables me to replenish this month's consumption.

In this connection I would call the attention of the Department to the very large consumption of some of the vessels. The *Circassian* will take the cargo of one of the coal vessels to take her down to

Texas and back. The captain informed me that he consumed as high as 40 tons per day coming from Key West to Pensacola.

Very respectfully, your obedient servant,

[D. G. FARRAGUT],

Rear-Admiral, Comdg. Western Gulf Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

*Stations of vessels composing the West Gulf Blockading Squadron,
June 15, 1864.*

No. 259.]

FLAGSHIP HARTFORD,

Off Mobile, June 24, 1864.

SIR: I have the honor to report the following disposition of the vessels of the squadron on the 15th instant:

Off east end of Santa Rosa Island, steamer *Bloomer* and sailing vessel *Charlotte*.

Off Pensacola, steamers *Owasco*, *Tennessee*, *Metacomet*, *Lackawanna*, *Seminole*, *Conemaugh*, *Pembina*, *Cowslip*, *Narcissus*, and *Cornubia*, coaling and repairing. Sailing vessels, *Arthur*, *W. G. Anderson*, *Kittatinny*, *Kuhn*, *Potomac*, and *Maria A. Wood*.

Off Mobile, steamers *Hartford*, *Richmond*, *Brooklyn*, *Monongahela*, *Ossipee*, *Galena*, *Oneida*, *Genesee*, *Port Royal*, *Kennebec*, *Pinola*, *Itasca*, and *Philippi*.

In Mississippi Sound, steamers *Sebago*, *Buckthorn*, and *Elk* (tinclad).

Off Ship Island, sailing sloop *Vincennes* and brig *Bohio*.

In Lake Pontchartrain, steamers *Commodore* and *Stockdale* (tinclad) and yacht *Corypheus*.

Off New Orleans, steamers *Octorara*, *J. P. Jackson*, *Antona*, *Virginia*, and (tinclad) *Tallahatchie* and *Meteor*. Sailing sloops *Portsmouth* and *Fearnot*.

At Pass à l'Outre, *Rodolph* (tinclad).

At South West Pass, *Pampero*.

In Berwick Bay, steamers (tinclad) *Nyanza*, *Glide*, and *Carrabasset*.

Off Calcasieu, steamer *New London*.

Off Sabine Pass, *Sciota* and *Kineo*.

Off Galveston, *Princess Royal*, *Katahdin*, *Pocahontas*, *Kanawha*, *Penobscot*, *Cayuga*, *Penguin*.

Off San Luis Pass, *Gertrude*.

Off Velasco, *Aroostook*.

Off Pass Cavallo, *Chocura*, *Arizona*, and *Estrella*.

The steam tugs *Hollyhock* and *Ida* are used in the Mississippi River from New Orleans to mouth.

The dispatch steamers *Arkansas* and *Augusta Dinsmore* run between New Orleans and the coast of Texas, and the *Glasgow* and *Jasmine* between New Orleans and Pensacola.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Letter from Commander Gibson, U. S. Navy, to Captain Jenkins, U. S. Navy, regarding the transfer of men to the vessels off Mobile.

U. S. FRIGATE POTOMAC,
Pensacola, June 24, 1864.

SIR: I received orders last night from the admiral to transfer a certain number of men to the vessels off Mobile which have not received their complement and to send them by the first vessel that should leave this place for Mobile, but the orders arrived at so late an hour the accounts could not be prepared in time for the men to go by the *Cowslip*, even if she could take them. I should be glad, therefore, to know when there will be an opportunity to send them. The men for the *Itasca*, *Port Royal*, and *Seminole* are now ready for the *Cowslip* (27 in number). The men for the other vessels off Mobile are 80.

Respectfully, your obedient servant,

A. GIBSON,
Commander.

Captain T. A. JENKINS,
Comdg. Second Division West Gulf Blockading Squadron.

Letter from Rear-Admiral Farragut, U. S. Navy, to Brigadier-General Asboth, U. S. Army, regarding the return to New Orleans of Major-General Canby, U. S. Army.

U. S. FLAGSHIP HARTFORD,
Mobile, June 24, 1864.

MY DEAR GENERAL: Your note was duly received. General Canby would not go on to Pensacola, although I rather urged him to do so, but said he must be back in New Orleans by working hours the next morning, so I sent him back after dinner. I would like to see some confirmation of Sherman being in Atlanta. I have no doubt but that he will get there; still he is a great way from his base; but I hope he will come to Pensacola or Mobile for his supplies.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

Brigadier-General ASBOTH,
Commanding Military Station, Pensacola.

Letter from Major-General Canby, U. S. Army, to Rear-Admiral Porter, U. S. Navy, requesting the services of light-draft monitors in Mississippi Sound.

HDQRS. MILITARY DIVISION OF WEST MISSISSIPPI,
New Orleans, La., June 24, 1864.

In some operations that are about to be undertaken two or three light-draft monitors would be very useful in the shallow waters of Mississippi Sound; but as this is within Admiral Farragut's command

I did not think it proper to make any suggestions in relation to it without his concurrence. Commodore Palmer informs me that the admiral would be glad to have them if you can spare them. It is the opinion of the commodore that monitors like the *Winnebago* and *Chickasaw* can be sent into the sound or into Mobile Bay without danger. Can you spare them; and, if you can, will you give the necessary orders? They should be sent as soon as possible.

ED. R. S. CANBY,
Major-General, Commanding.

REAR-ADMIRAL D. D. PORTER,
Comdg. U. S. Mississippi Squadron, Mound City, Ill.

Letter from the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, regarding additional ironclads for his command.

NAVY DEPARTMENT, *June 25, 1864.*

SIR: Referring to my letter of the 9th instant, I have to inform you that Rear-Admiral Porter has been instructed to send to New Orleans, to report to you by letter from that point, the new ironclads *Winnebago* and *Chickasaw*. At the same time I deem it proper to communicate for your information a copy of Rear-Admiral Porter's No. 155 relative to those two vessels.

The ironclad *Manhattan* left the capes of the Delaware on the 20th instant, in tow of the *Bienville*, to join your squadron, and the ironclad *Tecumseh* will be sent to you in the course of a week or ten days.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

REAR-ADMIRAL D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron, off Mobile.

Letter from Rear-Admiral Farragut, U. S. Navy, to a committee of presentation, acknowledging the sword given by the Loyal League of New York.

U. S. FLAGSHIP HARTFORD,
Off Mobile, June 25, 1864.

GENTLEMEN: I have the honor to acknowledge the receipt of your communication, or scroll of presentation, with the sword presented me by the Union League of New York.

I was informed of its arrival in New Orleans by a most courteous and flattering letter from Brigadier-General Bowen, to whom I sent my answer, requesting him to say to the Union League that I received the sword with a full appreciation of the great honor thus conferred upon me. This letter will no doubt be laid before you in due course of time, but it gives me great pleasure to repeat to you, gentlemen, my sincere thanks for this testimonial of your high appreciation of my services to the country to which my whole life has been devoted.

Next to the feeling of having done your duty is that of knowing that your efforts are appreciated by your countrymen.

I receive this gift as one of those gratifying evidences, and you may rest assured, gentlemen, that it will be duly cherished by

Your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

MESSRS. HENRY L. PIERSON,
THE. ROOSEVELT,
FRANK E. HOWE,
Committee of Presentation.

Letter from Major-General Canby, U. S. Army, to Commodore Palmer, U. S. Navy, in the matter of transfers of men from the Army to serve in the West Gulf Squadron.

HDQRS. MILITARY DIVISION OF WEST MISSISSIPPI,
New Orleans, La., June 25, 1864.

SIR: I am directed by the major-general commanding this military division to transmit, for the information of the naval authorities at this point and the Gulf Squadron, the following endorsement made upon an application for a transfer from the land service to the Navy:

HDQRS. MILITARY DIVISION OF WEST MISSISSIPPI,
New Orleans, La., June 25, 1864.

Respectfully referred to the major-general commanding the Department of the Gulf. The commanding general has been advised that the efficiency of the fleet under the command of Admiral Farragut will be seriously impaired unless 500 men can be transferred to it from the Army. He therefore directs that the orders from the War Department in relation to the transfers be published to every company serving in the department and that the transfers necessary to fill the quota assigned to the Department of the Gulf be made at once. The disposition of the company commanders to retain their men must not be allowed to delay or interfere with the execution of the law, and the name of any officer who may attempt to evade it will be reported to these headquarters.

By order of Major-General E. R. S. Canby:

DE WITT CLINTON,
Captain and Aid-de-Camp, Actg. Asst. Adjt. Gen.

I am, very respectfully, your obedient servant,
DE WITT CLINTON,
Captain and Aid-de-Camp, Actg. Asst. Adjt. Gen.

Commodore J. S. PALMER,
Commanding. Naval Forces, New Orleans, La.

Report of Brigadier-General Asboth, U. S. Army, regarding naval guns loaned for temporary use at Forts Pickens and Barrancas.

HEADQUARTERS DISTRICT OF WEST FLORIDA,
Barrancas, Fla., June 26, 1864.

MAJOR: I beg to report that some heavy guns, kindly loaned by Admiral Farragut, were moved to Forts Pickens and Barrancas and partly mounted, according to enclosed special order, but having just received the enclosed note from the admiral, I have detained two 150-pounder Parrotts at Fort Pickens wharf awaiting the orders of the commanding general, and would request for instructions whether I shall

have the 100-pounder rifled gun dismounted and held also ready on the wharf for shipment and to what place.

Very respectfully, major, your obedient servant,

ASBOTH,
Brigadier-General, Commanding.

Major C. T. CHRISTENSEN,
Assistant Adjutant-General, Hdqrs. Div. of West Mississippi.

[Endorsement.]

The heavy guns loaned by Admiral Farragut can be mounted as originally intended, as they are not now required for use elsewhere.

GENERAL ASBOTH.

[Enclosure No. 1.]

SPECIAL ORDERS, } HDQRS. DIST. OF WEST FLORIDA,
No. 135. } *Barrancas, Fla., June 8, 1864.*

* * * * * *

3. The sixteen heavy guns kindly supplied by Admiral Farragut for temporary use at Forts Pickens and Barrancas will be mounted as follows: Four 150-pounder rifled Parrott guns at Fort Pickens, four 9-inch smoothbore Dahlgren guns at Fort Barrancas, one 100-pounder rifled Parrott gun and two 11-inch smoothbore Dahlgren guns at Old Spanish Fort, and four 20-pounder rifled Parrott guns and one 18-pounder rifled Parrott gun at Barrancas Redoubt.

Lieutenant F. Rettig, First Florida Battery, acting assistant ordnance officer, will superintend the mounting of those guns accordingly, and the quartermaster's department will furnish the required material, mechanics, and laborers.

By order of Brigadier-General Asboth:

SAML. T. BUELL,
Acting Assistant Adjutant-General.

[Enclosure No. 2.]

FLAGSHIP HARTFORD,
Off Mobile, -----, 1864.

GENERAL: You will please reserve, if not already mounted, two of the 150-pounder rifled guns and all 100-pounder rifled guns, as General Canby has made a request that I should supply him with some. The *Tennessee* takes some 11-inch guns, which you can use in place of the rifled guns if you desire them.

Very respectfully.

D. G. FARRAGUT,
Rear-Admiral.

Brigadier-General ASBOTH, U. S. Army,
Commanding Department of Pensacola.

Letter from Major-General Canby, U. S. Army, to Commodore Palmer, U. S. Navy, regarding a loan of navy guns for temporary service in the field.

HDQRS. MILITARY DIVISION OF WEST MISSISSIPPI,
New Orleans, La., June 26, 1864.

SIR: The commanding general desires me to express his obligations to you for the tender of the eight 30-pounder Parrott guns for tempo-

rary service in the field, and to say that Brigadier-General Arnold, chief of artillery, will make the necessary arrangements for receiving the guns.

I am, very respectfully, your obedient servant,

DE WITT CLINTON,
Captain and Aid-de-Camp.

Commodore J. S. PALMER,
Commanding U. S. Naval Forces, New Orleans, La.

Order of Rear-Admiral Farragut, U. S. Navy, to Commander Gibson, U. S. Navy, commanding U. S. frigate Potomac, regarding guns for the U. S. S. Oneida.

U. S. FLAGSHIP HARTFORD,
Off Mobile, June 26, 1864.

SIR: You will deliver to Lieutenant-Commander W. W. Low, for the U. S. S. *Oneida*, eight 8-inch guns, with the necessary ammunition, receiving in exchange three 30-pounder Dahlgren rifles and four 32-pounders of 33 hundredweight, with their ammunition and equipment. Also, if you have them on board, deliver two 24-pounder howitzers, with boat carriages (adapted to the ports if possible), otherwise have them supplied from the *Kuhn*, and a 30-pounder Parrott, with a pivot carriage. These guns are to have the usual amount of ammunition and necessary equipments.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Commander A. GIBSON,
U. S. Ship Potomac, Pensacola.

Order of Rear-Admiral Farragut, U. S. Navy, to Lieutenant-Commander Gillis, U. S. Navy, regarding transfer of command.

MOBILE, June 26, 1864.

SIR: You will, so soon as an opportunity offers for the coast of Texas, consider yourself detached from the *Octorara*, and, taking advantage of it, relieve Lieutenant-Commander G. H. Perkins in the command of the U. S. S. *Sciota*.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Lieutenant-Commander J. H. GILLIS,
U. S. S. Octorara, New Orleans.

Letter from Rear-Admiral Farragut, U. S. Navy, to Major-General Canby, U. S. Army, regarding the loan of guns.

U. S. FLAGSHIP HARTFORD,
Mobile, June 27, 1864.

GENERAL: Your note was duly received, but I have had a little breakdown among my small vessels, and the yellow fever having been imported into Pensacola has prevented my answering sooner.

I had sent all my spare guns to Pensacola and told General Asboth to mount them if he pleased. I have now told him that you want the 100-pounder rifles, and that he must be content with the 11-inch guns for the forts. I have only one 100-pounder Parrott and two 150-pounder Parrotts; but, general, anything that we are not using will be at your service at all times.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Major-General CANBY,
Commanding Department of the Gulf.

Orders of Rear-Admiral Farragut, U. S. Navy, to Commodore Palmer, U. S. Navy, regarding general matters.

FLAGSHIP HARTFORD,
Off Mobile, June 27, 1864.

COMMODORE: By the *Union* we received 436 men and boys for the fleet, but in consequence of their stopping at Key West, together with the filthy condition of the men, the fever has broken out, and we will now have to take great care to prevent its spreading. I hear you have cases in New Orleans also; still, I know they will say that it is healthy, and quarantine our boats. If they do, I will fix Wednesday as the day we will have our mail at the Quarantine, and you must send a tug down with the return mail, and for ours. I think, if you can, you had better hire one of the little coasting schooners to bring the molding sand for the foundry round to us.

I have orders to send Lieutenant-Commanders Newman and Perkins home and give Lieutenant-Commanders Gillis and Maxwell their vessels, so send Gillis down in the *Virginia* or *Antona*, whichever is first ready, to the coast of Texas to the *Sciota*.

You need not send any more coal vessels here, as we have had two or three arrivals from the North.

If you have [a] 100-pounder Parrott rifle, we can let General Canby have it. I have but one at Pensacola. I will write him to-day.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Squadron.

Commodore JAMES S. PALMER,
Commanding First Division West Gulf Squadron,
New Orleans.

Order of Rear-Admiral Farragut, U. S. Navy, to Commodore Palmer, U. S. Navy, to send a tinclad to take the place of the U. S. S. Elk.

U. S. FLAGSHIP HARTFORD,
Off Mobile, June 27, 1864.

SIR: I find that the *Elk* is completely broken down, and it is reported to me that her boilers are very old and utterly worthless. This being the case, I have thought of turning her into a hospital vessel, to be stationed in the sound, and would like you to send me another tinclad to take her place, coppered, if possible, and to which at least a large portion of the crew of the *Elk* could be transferred.

Judging from the report of her commanding officer, which I enclose, you will perceive that the engine and boilers are not alone in an efficient condition.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Commodore J. S. PALMER,
*Commanding First Division
West Gulf Blockading Squadron, -New Orleans.*

Please return the report.

Letter from the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, transmitting letter from the U. S. consul at Malta, suggesting means for preventing torpedo attacks.

NAVY DEPARTMENT, June 27, 1864.

SIR: I transmit herewith a copy of a dispatch dated the 24th ultimo, addressed by the U. S. consul at Malta to the Secretary of State, and referred to this Department, containing a suggestion for preventing torpedo attacks on our vessels of war.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. G. FARRAGUT,
*Commanding West Gulf Blockading Squadron,
New Orleans.*

[Enclosure]

UNITED STATES CONSULATE,
Malta, May 24, 1864.

SIR: Having recently read an account of the torpedo attack on the *Minnesota*, may I beg to make the following suggestions for the purpose of preventing any such occurrences in future, when our ships are cruising on an enemy's coast or at anchor in rebel waters.

I would strongly recommend that armed boats, the crews with their double-barreled rifles and the officers with their regular watch-words, should be kept rowing round the ships of war all night, the men relieved as they would be if serving in a night watch on deck. Had this simple precaution been adopted it would have been altogether impossible for the *Minnesota* to have been thus suddenly attacked and the rebels to have altogether escaped, for the guard boats could have thrown up rockets as a signal of their approach, while the crews could have given them a volley or two from their rifles and the frigate have sent a broadside into the craft, the guns being always shotted for the purpose and the seamen at a moment's call ready to work them. Doctor Ward, of an English ship of war, [says] a well-drilled crew will be at quarters and fire a broadside in less than five minutes after being called from their hammocks. Can we not do the same?

In these days of steam and torpedoes, you may rest assured that outlying picket boats and a steam tug at all hours ready to move are not sufficient protection for our ships of war, where a squadron is at

anchor. They require something more, and this should be in having their own boats rowing round all night, so that in a measure every ship should protect itself. If this precaution be not taken, any vessel in a dark and foggy night could be blown out of the water, even while a watchful sentry on board might still have his cry of "All's well" yet on his lips as the fiendish act was accomplished.

I have the honor to be, sir, your most obedient servant,
WM. WINTHROP,
U. S. Consul.

F. W. SEWARD, Esq.,
Assistant Secretary of State, Washington.

Report of Commander Mullany, U. S. Navy, commanding U. S. S. Bienville, of the arrival of that vessel at Port Royal, S. C.

U. S. S. BIENVILLE,
Harbor of Port Royal, S. C., June 28, 1864.

SIR: I have the honor to inform you that I put in here for the purpose of coaling the ironclad *Manhattan*, and am now about to proceed in accordance with the Department's order of the 7th instant.

I am, very respectfully, your obedient servant,
J. R. M. MULLANY,
Commander.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from Rear-Admiral Farragut, U. S. Navy, to Brigadier-General Asboth, U. S. Army, regarding guns.

U. S. FLAGSHIP HARTFORD,
Mobile, June 29, 1864.

DEAR GENERAL: In reply to your note in relation to the guns, I will let you know the moment I receive a letter from General Canby, who wrote to know if I could spare him two 100-pounder Parrott guns. I replied in the affirmative; that by taking them from you I could do so.

I do not know what effect the fever will have upon his present operations, but I will send for the guns if he desires them, and I really hope you will be called upon to join in any work that may be undertaken.

Very respectfully and truly, yours,
D. G. FARRAGUT,
Rear-Admiral.

[Brigadier-General ASBOTH, U. S. Army,
Commanding Department of Pensacola.]

Report of Rear-Admiral Farragut, U. S. Navy, transmitting copy of general order regarding the disposition of "waif."

No. 268.] FLAGSHIP HARTFORD, June 29, 1864.

SIR: I enclose herewith a copy of a general order, No. 7, issued by me as to the disposition of cotton and other merchandise picked up at

sea and commonly denominated "waif." The Department will perceive by this order that I have directed that such cotton or other merchandise be delivered over to the United States courts for adjudication.

This matter has become of some importance lately, as a large amount of cotton thrown overboard by steamers running the blockade has been subsequently picked up at sea by our cruisers. I have forwarded a communication addressed to the Department by Lieutenant Commander Gherardi, enclosing therewith a list of the officers and crew of the *Chocura* at the time he picked up 19 bales of cotton, which we subsequently sent to New Orleans and delivered into the United States court.

I presume the court will decide whether merchandise thus found is to be distributed as prize or whether salvage be allowed the finder.

I shall be pleased to have the decision of the Department as to the legality and propriety of my general order, herewith enclosed.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Commanding Western Gulf Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure.]

GENERAL ORDERS, }
No. 7. }

U. S. FLAGSHIP HARTFORD,
Off Mobile, May 21, 1864.

Perceiving the prevalence of an erroneous opinion in this squadron that the captors of cotton or other merchandise found at sea or on the beach, commonly denominated "waif," have a right to appropriate the same or the proceeds arising from the sale thereof without the intervention of the courts of law, I feel it my duty to put a stop to all such appropriations, and to direct that all cotton or other merchandise picked up at sea or on shore must be taken into port and delivered up to the United States courts for adjudication, as though it had been captured, in order that the judicial authorities may distribute it as prize or award salvage to the captors.

I issue this order because I have been unable to find any authority for such appropriation on the part of the captors, but, on the contrary, all that is written on the subject seems clearly to discountenance it.

D. G. FARRAGUT,

Rear-Admiral, Commanding Western Gulf Blockading Squadron.

[Telegram.]

FORT MONROE, *June 29, 1864.*

(Received 8:20 a. m.)

Will be ready for sea on Tuesday. Three engineers in hospital; have only assistants Pennington, Ustick, and Scott. Have projectiles been sent to my place of destination?

T. AUGS. CRAVEN.

HON. SECRETARY OF THE NAVY.

[Endorsement.]

Bureau of Ordnance has telegraphed Captain Craven that a supply of projectiles has been sent.

R. AULICK,
Assistant Chief.

JUNE 29, 1864.

[Telegram.]

FORT MONROE, *June 30, 1864.*
(Received 6:40 p. m.)

The *Eutaw* is ready; has my shells on board. Am I to change to the *Augusta*, which can not be ready this week? The *Eutaw* has landed her battery.

T. AUGS. CRAVEN,
Commander.

HON. SECRETARY NAVY.

[Answer.]

As the *Augusta* is leaking, you will order *Eutaw* to accompany *Tecumseh*, steamer *Eutaw* being reported ready. Answer by telegram.

Order of the Secretary of the Navy to Acting Volunteer Lieutenant Eaton, U. S. Navy, commanding U. S. S. Admiral, to proceed with supplies to the West Gulf Squadron.

NAVY DEPARTMENT, *June 30, 1864.*

SIR: Proceed on the 2d proximo with the U. S. S. *Admiral* on another trip to the West Gulf Blockading Squadron. The *Admiral* will not touch anywhere this side of Key West on the outward passage. In consequence of the quarantine restrictions imposed upon vessels arriving at New Orleans from Key West, you will not enter the latter port, but will heave to at the outer buoy, communicate by signal for a tug, and transfer your passengers and mails to her. As the season for yellow fever is at hand, you should take all necessary measures against contracting the disease or getting it on shipboard.

On your homeward passage touch, as usual, at Port Royal and Hampton Roads, and enter the port of New York.

Very respectfully,

GIDEON WELLES,
Secretary of Navy.

Acting Volunteer Lieutenant WILLIAM B. EATON,
Commanding U. S. S. Admiral, New York.

Report of Lieutenant-Commander de Krafft, U. S. Navy, commanding U. S. S. Conemaugh, regarding affairs in Mississippi Sound.

U. S. S. CONEMAUGH,
Mississippi Sound, June 30, 1864.

SIR: I have to acknowledge the receipt of sentences of general court-martial, dated, respectively, May 8 and 23.

I have to report that information has reached me by parties belonging to trading vessels in the sound, who are in communication with the north shore, to the effect that two (some say three) armed launches from Mobile are now in the vicinity of Grant's Pass, waiting an opportunity to get to Pascagoula, at which place there are two companies of rebel cavalry. One of these launches is armed with a revolving boat gun.

The *Buckthorn* is the only available vessel now in the sound. At night I keep her stationed off Point Aux Pins with a well-armed cutter from this vessel. That appears the best point for intercepting these launches. I should feel better satisfied if there were two light steamers for that purpose up from below.

The *Elk* is at present at Petit Bois Island, ostensibly watching both passes, but in reality is patching both boilers. The work is being prosecuted with all vigor, but it will be at least a week before she can get up steam and be of any assistance to me. She is much in want of men and one third assistant engineer.

I will endeavor to use the very limited force at my disposal to the best advantage until such time as other vessels can be sent into the sound.

If there is any truth in the rumor that cotton-clad steamers are preparing in Mobile to come through the pass, in which there is 5 feet at high water, I hope the *Jackson* will be here to assist in their recapture. Her battery will be an important reinforcement.

Four schooners are now in the sound, having passes from the authorities at New Orleans.

The sloop *Selia* passed down the sound yesterday with a cargo consisting of 9 barrels rosin and 3 of turpentine, from Pascagoula. This is the first success I have heard of; she is commanded by one Captain Palermo, who seems to be regarded as a good friend to both sides.

I regret to report the death on the 28th instant of James Ryan, landsman, on board the *Elk*, from the effect of an accidental gunshot wound, which terminated in lockjaw.

I am very respectfully, your obedient servant,

J. C. P. DE KRAFFT,
Lieutenant-Commander.

Rear-Admiral D. G. FARRAGUT.

Chasing ashore of the steamer Ivanhoe at Fort Morgan, June 30, and her destruction by boat expedition, July 6, 1864.

Report of Rear-Admiral Farragut, U. S. Navy.

No. 273.]

FLAGSHIP HARTFORD, July 2, 1864.

SIR: It gives me pleasure to be able occasionally to announce to the Department the destruction of a blockade runner.

On the night of the 30th ultimo, at 11 p. m., a steamer attempted to pass into Mobile, but the vessels had been placed in anticipation of it, and the little dispatch boat *Glasgow* was in the Swash Channel, and so soon as the eastern boat made the signal, "Vessel running in," the *Glasgow* ran for the beach, soon discovered her, and fired five shots at her when the fort opened upon the *Glasgow*, but the blockade runner was aground. In the morning I sent the gunboats in to shell her. I pre-

sume they have gotten her cargo out of her, but the vessel still lies on the beach and I hope effectively to destroy her.

I do not know what vessel it is, but they say it is not the *Denbigh*.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Letter from Captain Drayton, U. S. Navy, to Captain Jenkins, U. S. Navy.

U. S. FLAGSHIP HARTFORD, *July 1, 1864.*

MY DEAR JENKINS: I must confess that I could see no signs of the least damage to the blockader, although wonderful stories are told. And if we don't keep a pretty sharp lookout the enemy will get her off to-night. We will, however, try and stop it.

I send the opera glasses that you ask for; at least, I suppose them to be yours.

Yours, truly,

P. DRAYTON.

The admiral wants you to send an armed boat in to-night, as we shall. So have one alongside of the *Cowslip* a half hour before sunset.

P. D.

Order of Rear-Admiral Farragut, U. S. Navy, to Lieutenant-Commander Newman, U. S. Navy, for the destruction of the steamer.

FLAGSHIP HARTFORD,

Off Mobile Bar, July 3, 1864.

SIR: Make no effort to get the steamer off, but do all in your power to destroy her. After having fired into her some broadsides then let Lieutenant-Commander Terry try the torpedo upon her, and you will afford him every assistance in your power.

You will guard him all night to keep the rebels from sending out their steamers to tow him in.

Very respectfully,

D. G. FARRAGUT,

Rear-Admiral, Commanding West Gulf Blockading Squadron.

Lieutenant-Commander L. H. NEWMAN,

Commanding U. S. S. Pembina.

Report of Rear-Admiral Farragut, U. S. Navy, regarding the burning of the steamer.

No. 283.]

FLAGSHIP HARTFORD, *July 6, 1864.*

SIR: I am happy to announce to you the burning of the blockade runner which I informed you was run on shore by the *Glasgow* a few nights since, under the forts.

Yesterday, the 5th, I permitted Captain Drayton to send in a boat expedition under the command of Lieutenant J. Crittenden Watson, my flag-lieutenant, composed of three boats from this ship in charge of Lieutenant H. B. Tyson, Ensigns William S. Dana, William H. Whiting, and G. D. B. Glidden, and Master's Mate R. P. Herrick, and one boat from the *Brooklyn* in charge of Ensign C. H. Pendleton and Assistant Surgeon William Commons.

The boarding party was covered by the gunboats *Metacomet*, Lieutenant-Commander J. E. Jouett, and *Kennebec*, Lieutenant-Commander W. P. McCann.

The duty was performed promptly, the vessel boarded without resistance, and set on fire. We discovered the flames twenty minutes before 1 a. m., and she burned until 3 a. m. The party all returned by 2:30 a. m. The whole was performed with great judgment and discretion.

The enemy's forces were lying within a short distance, but did not open fire on our people until the flames burst out.

I take the liberty of enclosing a copy of Captain Drayton's report and my general order, and hope the conduct of those of the expedition will be worthy of your notice.

We have not as yet been able to ascertain the name of the vessel.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Captain Drayton, U. S. Navy, regarding the destruction of the steamer.

FLAGSHIP HARTFORD,
Off Mobile, July 6, 1864.

SIR: I beg leave to report that it being important to destroy the blockade runner which was chased on shore near Fort Morgan on the night of the 1st instant, and the fire of our vessels having apparently failed to accomplish this object, Flag-Lieutenant Watson offered to go in and set her on fire.

For this purpose he was given, last evening, three of the *Hartford's* and one of the *Brooklyn's* boats, which were towed into position after dark by the *Metacomet*, Lieutenant-Commander Jouett, and the *Kennebec*, Lieutenant-Commander McCann, these vessels afterwards covering the movement.

About 1 a. m. this morning the blockade runner was boarded and set on fire in two places, from the effects of which she has, I should say, been rendered utterly useless. The boats then returned to the covering vessels and were towed off to the fleet.

The whole affair was well managed and very creditable to Lieutenant Watson, and to his assistants, Lieutenant Tyson, Ensigns Whiting, Glidden, Dana, and Acting Master's Mate Herrick, of this vessel, and Ensign Pendleton, of the *Brooklyn*, and although offering, as it proved, few difficulties of execution, still there was every reason to suppose beforehand that the enemy would not, without a stubborn

resistance, permit a vessel to be destroyed so near a strongly garrisoned fort and immediately under the fire of its guns.

Very respectfully, your obedient servant,

P. DRAYTON,
Captain.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron, off Mobile.

General Order No. 9.

FLAGSHIP HARTFORD,
Off Mobile Bay, July 6, 1864.

The admiral commanding has much pleasure in announcing to the fleet, what was anxiously looked for last night by hundreds, the destruction of the blockade runner ashore under the rebel batteries by an expedition in boats.

Three boats of the *Hartford*, under command of Flag-Lieutenant J. Crittenden Watson, and in charge of Lieutenant H. B. Tyson, Ensigns William S. Dana, William H. Whiting, and G. D. B. Glidden, and Master's Mate Richard P. Herrick, and one boat of the *Brooklyn*, in charge of Ensign C. H. Pendleton, were dispatched for the purpose, and the boarding party was covered by the gunboats *Metacomet*, Lieutenant-Commander James E. Jouett, and *Kennebec*, Lieutenant-Commander William P. McCann. Assistant Surgeon William Commons, of the *Hartford*, accompanied the expedition as medical officer. The steamer was boarded and set on fire, and the entire conduct of the expedition was marked by a promptness and energy which shows what may be expected of such officers and men on similar occasions.

They have the thanks of the admiral commanding for the manner in which they performed their respective duties.

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

Report of Captain Drayton, U. S. Navy, regarding expedition for the examination of the steamer.

FLAGSHIP HARTFORD,
Off Mobile, July 8, 1864.

SIR: It being a matter of some interest to know the extent of injury done to the blockade runner by the burning to which she was subjected on the morning of the 6th instant, Lieutenant Watson volunteered to go in for the purpose of examining and, if found necessary, of blowing her up last night.

Two armed boats from this vessel were given him, and accompanied by Lieutenants Tyson, Adams, and Jones and Acting Master's Mate Hathorne, he was taken in by the U. S. S. *Pinola*, Lieutenant-Commander Stanton, but in the darkness the vessel could not be found, and the boats, while going along the beach in search of her, were several times hailed, thus giving the alarm, so that on approaching the steamer they were received with heavy volleys of musketry and grape. Protected as they were, however, by the darkness, only one man, William Hawkins, was struck, and he with musket ball, from the effects of which he died to-day.

The party being too weak for attack under the circumstances, withdrew and returned to the *Pinola* without further accident.

Very respectfully, your obedient servant,

P. DRAYTON,
Captain.

Rear-Admiral DAVID G. FARRAGUT,
Commanding West Gulf Blockading Squadron, off Mobile.

Report of Rear-Admiral Farragut, U. S. Navy, giving the name of the blockade runner.

No. 291.]

FLAGSHIP TENNESSEE,
Off Mobile, July 12, 1864.

SIR: I have the honor to inform the Department that by the enclosed slip from a Mobile paper of the 5th instant the blockade runner we destroyed last week is the *Ivanhoe*, one of those named in our consular dispatches.

We ran another on shore on the night of the 7th, very close under Fort Morgan, which made it more difficult to destroy her without subjecting our vessels to the similar risk of getting on shore. This steamer succeeded last night in getting off and running into the bay. She is also a new vessel, and we do not know her name. We shelled her at intervals for two days.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

[Enclosure.]

From below.—Six of the Yankee fleet kept up a continual fire on the steamer *Ivanhoe* all day yesterday and on Sunday. We learn that seven or eight hundred shots had been fired at her. Some two or three had struck her near the water line, and it is presumed she will be lost. Her cargo, we learn, which is on Government account, will be saved, but more or less damaged.

Letter from Major-General Canby, U. S. Army, to Rear-Admiral Farragut, U. S. Navy.

HQRS. MILITARY DIVISION OF WEST MISSISSIPPI,
New Orleans, La., July 1, 1864.

ADMIRAL: For the reasons that I will explain to you personally in a few days, the operations against Mobile have been suspended. As soon as I am able to leave, and probably in four or five days, I will visit you at the fleet for the purpose of conferring with you upon matters affecting our commands. The demonstrations in the direction of Mobile will be kept up by our preparations and a show of movements until the troops have reached their new destination.

Very respectfully, your obedient servant,

ED. R. S. CANBY,
Major-General, Commanding.

Rear-Admiral D. G. FARRAGUT,
Commanding Gulf Squadron, off Mobile.

Order of the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, regarding the U. S. S. Bienville.

NAVY DEPARTMENT, *July 2, 1864.*

SIR: After the arrival of the U. S. S. *Bienville* with her tow you will send her back to Hampton Roads.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. G. FARRAGUT,
Comdg. Western Gulf Blkdg. Squadron, New Orleans, La.

[Telegram.]

MOBILE, *July 2, 1864.*

SIR: Order the *Estrella* to report to me off this place without delay.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Commander WOOLSEY.

Letter from Rear-Admiral Farragut, U. S. Navy, to Commodore Palmer, U. S. Navy, regarding general matters.

U. S. FLAGSHIP HARTFORD,
Mobile, July 3, 1864.

COMMODORE: As fast as you have men to send out to us send them to the *Vincennes* at Ship Island as the depot.

General Canby made a request of me to loan him two 100-pounder Parrotts. I have two 150-pounders at Pensacola, which I told him he could have, and one 100-pounder.

Send me all the 100-pounder shot and shell, reserving fifty; they are much needed; and also as many cartridges as you can for the same; also some cartridge stuff.

No doubt you may want a light anchor occasionally, but we are losing them almost daily, slipping and chasing in the night. We have another steam blockade runner on the beach, but not yet destroyed.

I will send you the *Meteor's* witnesses as soon as possible.

I am anxious for the *Jackson* in the sound. It is best to send the molding sand round in a vessel. I believe it will cost less.

Buchanan is still absent at Mobile, fitting the iron on the *Nashville*. When she comes down, I expect him out.

The draft we received did not more than fill up half the deficiencies, and they came in the most horrid condition. I had to report it to the Department.

Almost every supply vessel takes home 30 to 50 sick, besides the men whose times are out.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

Commodore J. S. PALMER,
Commanding First Division, New Orleans.

[Telegram.]

FORT MONROE, *July 3, 1864.*

(Received 1:30 p. m.)

Tecumseh is ready. *Augusta* may be ready to-morrow, but I fear is not reliable for a long tow. Will it not be prudent to take both *Eutaw* and *Augusta*, dividing between them my shells, which are now in the *Eutaw*?

T. AUGS. CRAVEN,
Commander, U. S. Navy.

HON. GIDEON WELLES,
Secretary of the Navy.

Letter from Captain Drayton, U. S. Navy, to Captain Jenkins, U. S. Navy, referring to the blockade runner Denbigh.

U. S. FLAGSHIP HARTFORD, [*July 3*], 1864.

DEAR JENKINS: Hoist a flag at each masthead at 8 and salute with the Admiral at meridian—seventeen guns.

If the *Denbigh* is not destroyed to-night I trust that we will keep the Fourth by going in and doing it with our broadside. This long howl business is mere vanity and waste of shot.

Yours,

P. DRAYTON.

Report of Commander Mullany, U. S. Navy, commanding U. S. S. Bienville, of arrival at Key West with the U. S. S. Manhattan.

U. S. S. BIENVILLE,
Off Sand Key Light, Key West, July 4, 1864.

SIR: I have the honor to report that I put in here yesterday to coal the *Manhattan*, and am now about to proceed with her in tow to Pensacola, where I expect to arrive on the 8th instant.

Very respectfully, your obedient servant,

J. R. M. MULLANY,
Commander.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Rear-Admiral Farragut, U. S. Navy, regarding delivery at Galveston of sealed packet sent by the Department.

FLAGSHIP HARTFORD,
Off Mobile, July 4, 1864.

SIR: I have the honor to report to the Department that the sealed packet forwarded to me in its dispatch of May 21 last was sent in by flag of truce at Galveston, and the receipt of it acknowledged by the rebel Brigadier-General J. M. Hawes.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Comdg. Western Gulf Blkdg. Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from Rear-Admiral Farragut, U. S. Navy, to Major-General Canby, U. S. Army, expressing a wish to cooperate.

U. S. FLAGSHIP HARTFORD,
Mobile Bar, July 7, 1864.

GENERAL: I have to acknowledge the receipt of your communication,* and in reply can only assure you that, although I regret that anything should occur to prevent our demonstration upon the enemy in this quarter; it will afford me great pleasure to aid you at all times.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

Major-General CANBY,
Commanding Division of West Mississippi, New Orleans.

Letter from unknown writer to Major-General Banks, U. S. Army, giving information regarding Confederate affairs in general.

JULY 7, 1864.

GENERAL: The enclosed items are from a gentleman well known to me who has recently been in Richmond, Atlanta, Montgomery, and Selma.

Faithfully and very respectfully,

His Excellency Major-General BANKS,
Commanding, etc.

P. S.—There is a report here to-day from the interior that Sherman is in Atlanta.

[Enclosure.]

Memorandum of conversation with a practical observer.

1st. The Confederate ram just launched at Montgomery is a poor affair.

2d. A small torpedo steamer, built upon the latest and most approved plan, very recently left Selma for Mobile. She makes 7 knots an hour, sinks with great facility, and is intended to act upon the blockading squadron.

3d. They speak confidently of an attack on the squadron.

4th. They are building a number of these torpedo boats at Charleston and Selma.

5th. The opinion prevails all over the Confederacy that an armed insurrection will take place in Ohio, Indiana, Illinois, and Kentucky. Southern agents, with commissions from Richmond, swarm in Canada and the Western States. The postponement of the Chicago convention was recommended from Richmond.

6th. It has been determined to burn all the cotton gins and sugar houses in Louisiana and along the Mississippi River, if possible. The plan is now maturing.

7th. The impression is general that the French (rebel) rams may be looked for every day, and that they will first appear off Mobile.

* See letter of Canby to Farragut, July 1.

8th. Lee's and Johnston's armies are both better fed than at any time previous since the war.

9th. Corn crops everywhere fine; wheat abundant, but injured by wet weather; pork more than last year by one-quarter.

10th. Guerrilla warfare to be organized on a large scale and encouraged in every possible way.

11th. Desperate men, convicts, etc., at the North to be employed by rebel agents to burn steamers, ships, cities, etc.

12th. The defeat of Lee and Johnston to be followed by a general war of ambush and conflagration.

[Endorsement.]

Respectfully forwarded to Major-General Canby, commanding division of West Mississippi.

The writer is a gentleman of entire reliability who has the best opportunity for obtaining correct information within the rebel lines.

N. P. BANKS,
Major-General, Commanding.

Memorandum forwarded by Colonel Myer, Chief Signal Officer, U. S. Army, of information given by a resident of Mobile regarding Confederate vessels and defenses.

HDQRS. MILITARY DIVISION OF THE WEST MISSISSIPPI,
New Orleans, La., July 7, 1864.

Mr. De Grow, introduced from the United States marshal's office at New Orleans, a citizen of Mobile, professing to be loyal, his family now in Mobile, wishes to ingratiate himself with the United States authorities, anticipating the ultimate capture of the city. His business pursuits have caused him to be much upon the Mobile Bay and the incur-rent rivers.

Mr. De Grow left Mobile on the 15th of April on the schooner *Judson*. This schooner lay for three weeks near Fort Morgan, then ran out and was soon after captured by the U. S. S. *Conemaugh*. Mr. De Grow has knowledge of the following vessels and floating batteries:

Rams built at Selma, Ala.—Tennessee, Nashville, Tuscaloosa, and Huntsville.

Wooden gunboats.—The Morgan and the Gaines.

Commercial steamers altered to be used as gunboats.—The Florida and the Baltic.

*Unfinished rams.—*There are two rams, each 150 feet in length, unfinished. These were building on the Tombigbee River at the time of Sherman's raid. There was danger that our troops might reach them. They were hastily launched as they were and were towed down to Mobile for protection.

On April 15 the iron had not been obtained with which to plate them, nor had the rams been then attached to their bows. A sketch, "D," from information accompanies this paper.

*Floating batteries.—*There are two floating batteries, built square, of heavy timber, inclining inward, plated with 4 inches of iron. Each battery is pierced for four guns. They are without motive power; when moved they are towed from point to point, a hawser being attached at one of the angles.

These batteries are clumsy, of such draft of water, and so difficultly managed as to be almost useless. A sketch, "E," from information, accompanies this paper.

The Tennessee.—A casemated ironclad ram, over 200 feet in length, said by workmen who have served upon the *Atlanta* to be almost identical in structure with that vessel. Shows one smokestack, is a screw steamer, draws from 12 to 14 feet, said to be capable of making 8 knots per hour, which is fully as much as in the opinion of the informant she can do.

Pierced with six ports, has a single bow, and a single stern port, casemated as follows: Casemate formed of heavy timbers, inclining inward at an angle of 45 degrees.

Upon these timbers three coatings of iron plates. These plates are rather bars than plates, each bar or plate being about 12 or 14 feet in length, 4 inches broad, and 2 inches thick.

The first coating of these bars is laid upon the casemate, vertically as to their length. The second coating of bars is disposed horizontally as to their length. The third and exterior coating is laid vertically. The total thickness of plating thus given is about 6 inches.

The port shutters are of iron about 4 inches thick. They are placed exterior to the plating, turning upon a pivot upon one side of the port.

To open ports the shutters are raised by a tackle attaching to the side of the port, distant from the pivot, passing outside of the casemate for a few feet, then entering the casemate, from the inside of which it is worked.

To close ports the shutters are allowed to fall back by their weight. The *Tennessee* with guns and stores on board floats very low, carrying her ports hardly 2 feet 6 inches above the water line. It is the opinion of the informant that she can not endure serious collision. In his phrase, "She has no bearings—is below her bearings," and would be very easily pressed under.

A sloping-stemmed vessel would, in his opinion, if striking her either fore or aft the casemate, go over her, or, striking square upon the casemate, would climb upon her; in either case the *Tennessee* would be run down.

Of the caliber of the guns of the *Tennessee* the informant has no knowledge.

Of the strength of the crew he is not informed. He believes them to be disaffected.

A sketch, "A," from information, accompanies this paper.

The Nashville.—A casemated ram, over 200 feet in length, will be, when completed, as formidable as the *Tennessee*. Is a side-wheel steamer; shows one smokestack. Wheel shafts protected by a kind of angular shield of heavy timbers to be hereafter ironclad.

This vessel was on April 15 without her mail, being clad only about the bows. She is to be ironclad in the same manner as the *Tennessee*.

The steamer *Baltic*, formerly ironclad, is reported as laid up and as being stripped of her iron, the iron to be used to mail the *Nashville*.

The *Nashville* carries a large ram and is complete with the exception of her mail.

The casemate is pierced with six ports, showing one bow port and one after port, two broadside ports on either side, forward the wheels.

Of the speed of the vessel, caliber of the guns, or strength of the crew the informant has no knowledge. A sketch, "B," from information, accompanies this paper.

The Huntsville and Tuscaloosa.—Casemated ironclad rams, 150 to 175 feet in length. Engines high pressure, taken from river boats.

Casemate clad with 4 inches of iron and pierced for six guns. The engines of these boats are described as defective. Very little dependence is placed upon them. They are slow and unwieldy. They are said to be singularly shaped. The sketch, "C," accompanying this paper, illustrates the description.

Wooden gunboats.—The gunboats *Morgan* and *Gaines* are high-pressure, side-wheel steamers; engines taken from river boats. They show each a single smokestack. They carry each six guns. Of these guns, two, one forward and one aft, are upon pivots.

The *Florida* is a high-pressure side-wheel steamer, altered as a gunboat; carries eight guns. The *Baltic* is reported as now laid up and dismantled.

Location.—The *Tennessee* now lies inside of and near Fort Morgan. The *Morgan*, *Gaines*, and *Florida* serve on picket duty near the forts, relieving each other every two weeks. The ironclad rams *Nashville*, *Huntsville*, and *Tuscaloosa*, the two unfinished rams from the Tombigbee River, and the two floating batteries were, on April 15, lying moored in Choctaw Pass, inside of Pinto's Island, opposite Hitchcock's Pass [press]. There is a kind of navy yard at this place.

Defenses and obstructions.—The five batteries shown upon the maps south of Choctaw Point, and just below the town, are small earthworks. They are now abandoned. There are no guns in these batteries. There is a battery at Choctaw Point, another due east of this and three-quarters of a mile distant, and a third (Spanish River battery) due east of this and three-quarters of a mile distant from it. From the outer battery to Choctaw Point, and curving slightly to the southward, is a line of piles sawed off under water. Near the center of this line, and at a point commanded by the central battery, is an opening or passageway. On either side of this opening one or two piles are projecting above the water to mark the entrance. Near to this passage is kept a stone boat to be sunk to close it if necessary. There is a battery at Round Top [Battery Huger?] on the island at the junction of the Blakely and Apalachee rivers. There is another battery on the west bank of the river one-half a mile above the last described. On the 15th of April this battery was garrisoned by one company of Louisiana troops. There are obstructions from the battery at Round Top to the east bank of the river. An opening 200 feet wide, marked by piles projecting above the water, is left in mid-channel and as a passage. The batteries, shown upon the maps as at Blakely, are now abandoned. There are no batteries at this place. There are no batteries or obstructions upon the Alabama River. After passing the batteries at Round Top there is nothing to prevent vessels drawing 12 feet of water going up the Tensas River, crossing by the junction to Alabama River, and thence descending to Mobile.

The batteries formerly at Twenty-one Mile Bluff (Fort St. Philip, probably) have been abandoned. There are supposed to be some obstructions, and possibly torpedoes, at Grant's Pass. A line of piles 2 feet under water extends from Fort Gaines to the middle of the main ship channel. Thence across the channel torpedoes are anchored in line 2 feet under water. The eastern termination of this torpedo line is marked by a small black buoy. East of this buoy the channel is clear. The shore of Mobile Point is very bold, and 22 feet can be car-

ried anywhere. The line of obstructions has caused this portion of the channel to deepen considerably. Particular instructions were given to the schooner *Judson* when running out to keep to the eastward of the black buoy above mentioned.

In April last there were about 5,000 troops garrisoning Mobile and the forts. They were poorly clad, poorly fed, disaffected, and tired of the war. The same feeling was manifested by the sailors manning the fleet.

It is the impression of the informant that neither the naval force nor those manning the forts will fight with great spirit or determination.

ALBERT J. MYER,
Colonel, Signal Officer of the Army.

Destruction on the coast of Texas of the steamer Matagorda, July 8, 1864.

Report of Rear-Admiral Farragut, U. S. Navy, transmitting report.

No. 309.]

FLAGSHIP TENNESSEE,
Off Mobile, July 16, 1864.

SIR: I have the pleasure to report to the Department the destruction of a blockade runner off the coast of Texas, which Commander Woolsey informs me is the well-known steamer *Matagorda*. She was destroyed on the morning of the 8th instant by the *Kanawha*, *Penguin*, and *Aroostook*, after running out of Galveston.

I forward herewith the report of Lieutenant-Commander B. [B.] Taylor, of the *Kanawha*.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy.

Report of Lieutenant-Commander Taylor, U. S. Navy, commanding U. S. S. *Kanawha*.

U. S. GUNBOAT KANAWHA,
Off Galveston, Tex., July 8, 1864.

SIR: I have the honor to report that while lying at my station (Main Ship Channel of the entrance into Galveston) last evening, 7th instant, a steamer was discovered at 11 o'clock standing to the southwest close under the land. I immediately slipped the cable, spread fires, signalized the fleet, and started in pursuit, following as close inshore as was deemed safe, keeping the stranger in sight (although she was continually changing her course) until nearly daybreak, when, finding that she had stopped, and supposing she had run on shore, I ran down and spoke the steamer *Penguin* (blockading off San Luis Pass), ordering him to come up at daybreak to assist me in getting her off or destroying her. I then returned to the steamer and discovered that she was not ashore, but standing under the land to the northward and eastward and throwing overboard her cotton. I immediately opened on her with my guns and succeeded after three shots

in driving her on shore. I kept up a brisk fire, being joined by the *Penguin* until the crew were compelled to quit the vessel. I then sent in three boats—one from this vessel and two from the *Penguin*—under command of Acting Master Durham, of the *Penguin*, to see if she could be gotten off; if not, to set her on fire. The boats approached within about 30 yards of the vessel, when they were opened on by about 150 riflemen and compelled to return, the commanding officer being slightly wounded. The officer in charge reported that the vessel was sunk and it would be impossible to get her off. We then recommenced firing, and shortly had the satisfaction of seeing the vessel in flames. I would state that the U. S. gunboat *Aroostook* joined us about half past 6 o'clock and also opened fire on the steamer. We continued firing until the vessel was a complete wreck and on fire fore and aft.

The blockade runner was a side-wheel, single-stack vessel, painted lead color, and very slow, the *Kanawha* having no difficulty in overhauling her.

Very respectfully, your obedient servant,

B. B. TAYLOR,
Lieutenant-Commander.

Commander M. B. WOOLSEY,
Commanding Third Division, off Galveston, Tex.

Abstract log of the U. S. S. *Kanawha*, Lieutenant-Commander B. B. Taylor, U. S. Navy, commanding.

July 8, 1864.—From midnight to 4 a. m., steaming along the coast [of Texas] in chase of a strange steamer. At 3 lost sight of the chase, he having gone in close under the land. At 3:30 sighted a strange steamer ahead. Went to quarters and cleared ship for action. Burned Coston preparatory signal and No. 30. Stranger proved to be the *Penguin*. At 4:15 spoke the *Penguin*, beat the retreat, and stood N. E. At 4:30 discovered the chase close inshore throwing cotton overboard. After firing a few shots at her she ran on the beach and was abandoned by the crew. The *Penguin* came up and joined us in shelling her, after which sent an expedition of three boats (one from this vessel and two from the *Penguin*) to board her; but the expedition being fired upon, the officer in charge wounded, it returned and it was resolved to destroy her, which was accordingly done. Fired 30 rounds of Parrott shell, 16 XI-inch, 2 from 24-pounder howitzer, the execution proving most excellent. At 6 the *Aroostook* made her number, stood in, and joined us in shelling the chase and beach. At 6:45 the whole body of the chase was a mass of fire. We stood for Galveston at 7:30. At 8 sighted the fleet off Galveston. At 10:15 came to anchor.

Order of Rear-Admiral Farragut, U. S. Navy, to Commander Mullany, U. S. Navy, to tow the U. S. S. Manhattan to Mobile Bar.

FLAGSHIP HARTFORD,
Off Mobile, July 8, 1864.

SIR: I have received your report, and sincerely congratulate you on your most successful accomplishment of your difficult duty.

I will send instructions to Commodore Smith to give to Commander Nicholson every facility for coaling without working his men and to turn his whole attention to preparing her for this place, and as soon as she is ready you will take her in tow and bring her directly to this bar. I can place her in a snug port and, I trust, take good care of her, as well as our enemies.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

Captain MULLANY,
Commanding U. S. S. Bienville.

Report of Rear-Admiral Farragut, U. S. Navy, announcing the arrival of the U. S. S. Manhattan at Pensacola, towed by the U. S. S. Bienville.

No. 286.]

FLAGSHIP HARTFORD,
Off Mobile, July 8, 1864.

SIR: I am most happy to announce the arrival of the U. S. iron-clad *Manhattan*, in tow of the *Bienville*, at Pensacola, but needing some repairs, coal, etc.

I hope to announce her arrival at this place soon.

If she is what she is represented, we are all right.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Rear-Admiral Farragut, U. S. Navy, in the matter of a claim for indemnity from a citizen of Donaldsonville.

No. 287.]

FLAGSHIP HARTFORD,
Off Mobile, July 9, 1864.

SIR: The Hon. William H. Seward, Secretary of State, under date of the 18th of May, wrote to the Hon. E. M. Stanton, Secretary of War, enclosing a translation of a communication from Mons. L. de Geofroy regarding one Jean Fortuni Henri Blanchay, who claims \$2,769 for the destruction of his property at Donaldsonville, La., when that place was fired by my orders. The papers were referred by the War Department to Major-General Canby, and have since been referred by the military authorities here to me. I have considered it the proper course to write on the subject directly to you, by whom my answer can be communicated to the Secretary of State. The facts connected with the partial burning of Donaldsonville are clearly set forth in my letter to the Department under date of August 10, 1862, a copy of which is herewith enclosed marked No. 1.

I know nothing of the nationality of the individual who has made

his claim for indemnity. I only know that I never found any other than enemies in that neighborhood.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, for facts in the case of the steamer Tennessee, captured at New Orleans, claimed to have belonged to French and English subjects.

NAVY DEPARTMENT, July 9, 1864.

SIR: A communication has been addressed to the Secretary of State by the French legation, and referred to this Department, in relation to the seizure of the steamer *Tennessee*, when New Orleans was captured. It is claimed that the vessel belonged to French and English subjects and carried the French flag as an indication of the nationality of the majority of her owners; that she was waiting at New Orleans the reopening of the port in order to complete the French ownership of her, obtain French papers, and depart for Havre. I enclose herewith a copy of the letter of the secretary of legation on the subject, also of Mr. Seward's letter transmitting it.

The Department is not advised of the steps that have been taken toward the condemnation as prize of war, of the vessels seized at New Orleans. It is presumed they are in court, at least they ought to be, so that the legality of the seizure can be passed upon. The *Tennessee* was appraised at \$96,000, according to a report received by the Department from your squadron. Be pleased to communicate such facts bearing upon the case of the *Tennessee* as you may possess, to enable the Department to reply to the application for restitution of the vessel to the claimants made through the French legation.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Rear-Admiral D. G. FARRAGUT,
Commanding West. Gulf Blockdg. Squadron, New Orleans.

Report of Rear-Admiral Farragut, U. S. Navy, urging the need of increase in the personnel of the squadron.

FLAGSHIP HARTFORD,
Off Mobile, July 9, 1864.

SIR: I have the honor to report to the Department that we are very much in want of engineers, firemen, and coal heavers in this squadron. The tinclads transferred to me by Admiral Porter I have been obliged to supply entirely from our own resources, which, moreover, are constantly depleted by medical surveys.

I desire also to call the attention of the Department to the necessity of supplying me with more men to fill up the deficiencies resulting from the expiration of terms of service and sickness. If the Department would send me 100 by each store or supply steamer it would not be more than sufficient to make up those deficiencies.

There is also need of five or six medical officers. The *Seminole* is without any, the doctor of the *Portsmouth* has resigned on account of his health, and one of the surgeons of the hospital at Pensacola navy yard was recently invalided.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from Major-General Canby, U. S. Army, to Rear-Admiral Farragut, U. S. Navy, transmitting letter from Rear-Admiral Porter, U. S. Navy, regarding the sending of two monitors to cooperate in Mississippi Sound.

HDQRS. MILITARY DIVISION OF THE WEST MISSISSIPPI,
New Orleans, July 9, 1864.

ADMIRAL: I am directed by General Canby, who has just returned safely from his trip to the Gulf, to transmit to you the annexed copy of Admiral Porter's letter of the 1st instant, and to say that he will inform you as soon as possible how large a force he will be able to send and how soon it can be sent.

I have the honor to be, admiral, your most obedient servant,

C. T. CHRISTENSEN,
Major, Assistant Adjutant-General.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockdg. Squadron, off Mobile, Ala.

[Enclosure.]

MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Mound City, July 1, 1864.

SIR: Your communication of June 24 in relation to the expediency of sending down the monitors *Chickasaw* and *Winnabago* to cooperate in the shallow water of Mississippi Sound, in conjunction with some operations soon to be undertaken by your command, has been received.

In reply, I beg leave to inform you that the two above-named vessels have been sent.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Major-General E. R. S. CANBY,
Comdg. Mil. Div. of West Mississippi, Vicksburg, Miss.

Letter from Captain Drayton, U. S. Navy, to Rear-Admiral Farragut, U. S. Navy, regarding pilot for Mobile Bay.

U. S. FLAGSHIP HARTFORD,
Off Pensacola, July 17, 1864.

MY DEAR ADMIRAL: As you said you wanted pilots, I have picked up one highly recommended by Freeman as knowing every foot of Mobile Bay, and who besides is a pretty good bar pilot. He would, perhaps, do for the *Manhattan* or *Brooklyn*. He was in General Asboth's employ, who was very loath to part with him.

He is entirely without clothes and you will be obliged to order some given him.

Yours, very respectfully,

P. DRAYTON.

Rear-Admiral D. G. FARRAGUT.

Letter from Rear-Admiral Farragut, U. S. Navy, to Colonel Myer, U. S. Army, regarding introduction by the latter into the Mobile Squadron of his system of signals.

U. S. FLAGSHIP HARTFORD,
Mobile, July 11, 1864.

SIR: In answer to your communication of the 6th instant in relation to the introduction of your system of signals in to the Mobile fleet, I beg leave to say that I will be very glad with that view to receive on board of this vessel an officer with the necessary number of assistants.

An application to Commodore J. S. Palmer at New Orleans will obtain transportation for them to this place, should no more convenient means offer.

I am, very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Colonel A. J. MYER,
Signal Officer of the Army, New Orleans.

Order of Rear-Admiral Farragut, U. S. Navy, to Acting Volunteer Lieutenant Behm, U. S. Navy, commanding U. S. S. Cornubia.

U. S. FLAGSHIP TENNESSEE,
Mobile Bar, July 12, 1864.

SIR: You will proceed to Galveston, running along the coast, and report to Commander M. B. Woolsey for duty on the coast of Texas.

Respectfully,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

Acting Volunteer Lieutenant BEHM,
Commanding U. S. S. Cornubia.

Capture by the U. S. S. Penobscot of the schooner James Williams, July 12, 1864.

Report of Rear-Admiral Farragut, U. S. Navy, transmitting report of commanding officer.

FLAGSHIP HARTFORD,
Off Mobile, July 26, 1864.

SIR: I have the honor to enclose the report of Lieutenant-Commander Benham, of the *Penobscot*, detailing the circumstances of the capture of the schooner *James Williams* on the morning of July 12, off Galveston, with an assorted cargo.

She was sent to New Orleans for adjudication. Enclosed also is the prize list of the *Penobscot*.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Lieutenant-Commander Benham, U. S. Navy, commanding U. S. S. *Penobscot*.

U. S. GUNBOAT PENOBSCOT,
Off Galveston, Tex., July 12, 1864.

SIR: I have the honor to report the capture of the schooner *James Williams* by this vessel. At daylight this morning the schooner *James Williams* was discovered standing in for the land on the port tack, the wind at the time being S. S. W. and fair for a vessel bound for New Orleans.

As soon as she discovered us in chase she tacked and stood offshore.

At 7:45 a. m. fired a shot across her bows and she hove to. On boarding her powder was discovered scattered about her decks and on the rail, and as the hatches were off and cargo broached I concluded they had been throwing it overboard.

She was under English colors and has an assorted cargo, consisting of medicines, coffee, liquor, bar iron, etc. Her suspicious movements, her position very much out of the course from Tampico to New Orleans, for which port she was cleared, and the nature of her cargo, in my opinion justified her seizure as a prize. I shall send her to New Orleans for adjudication.

The capture was made about 12 miles S. by E. of Galveston Bar. No other vessels were within signal distance at time of capture.

Enclosed please find list of officers and crew.

I am, respectfully, your obedient servant,

A. E. K. BENHAM,
Lieutenant-Commander.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from Colonel Myer, Chief Signal Officer, U. S. Army, forwarding reports regarding Confederate forces and defenses.

HDQRS. MIL. DIV. OF THE WEST MISSISSIPPI,
OFFICE OF THE CHIEF SIGNAL OFFICER,
New Orleans, La., July 13, 1864.

ADMIRAL: I have the honor to forward, by direction of the commanding general, the accompanying reports of information received at this office, with sketches from description.

I am, sir, very respectfully, your obedient servant,
ALBERT J. MYER,
Colonel, and Signal Officer of the Army.

Rear-Admiral D. G. FARRAGUT,
Commanding Gulf Squadron, off Mobile.

[Enclosures.]

HDQRS. MIL. DIV. OF WEST MISSISSIPPI,
OFFICE OF THE CHIEF SIGNAL OFFICER,
New Orleans, La., July 9, 1864.

John [S.] Jacobsin, private, Captain [J. M.] Cary's company, First Battalion Alabama Artillery, attached to Third Brigade, [Western] Division, General [D. L.] Maury, commanding; battery, consisting of one 24-pound Parrott, one 12-pound Parrott, one 12-pound smoothbore, and one 6-pound Whitworth, is stationed up the beach about one mile and a half from Fort Morgan.

Six companies in the battalion; not strong; his was 50. Major [James T.] Gee commands battalion; Lieutenant-Colonel Williams commanding Fort Powell, Twenty-first Alabama; Colonel Anderson in command of Fort Gaines. Two companies Twenty-first at Fort Powell, about 100 strong, and one company of cadets. Eight companies of Twenty-first at Fort Gaines, average about 50 each; General [Richard L.] Page commands this brigade. Two companies of Tennessee troops, four companies Alabama troops, about 500 strong, at Fort Morgan. General Page's and the battalion headquarters are here.

Headquarters of General Maury at Mobile. Strength of garrison in and about Mobile not over 6,000. No troops arriving or leaving. Was on guard and escaped in a boat to gunboat *Port Royal*, about the end of June. Two others who escaped were sent to Pensacola.

Depot of supplies for troops here is in Mobile; they reach here by Mobile and Ohio railroad. Rations are corn bread, peas, bacon, and molasses; occasionally a little fresh beef.

Depot of ordnance stores in Commerce street, Mobile. Guns and ammunition received from arsenal at Selma. Heavy ordnance, 8 and 10 inch guns, are cast there.

News from Richmond reaches Mobile in from two to three days by telegraph. Does not know the condition of the railroads.

The line of defense around Mobile extends about $3\frac{1}{2}$ miles from the city. Does not know anything about the nature of them or the position of any of the redoubts, except one on the right of the Government road, 50 yards.

Four guns en barbette at Fort Powell. Does not know their caliber; heavier than 32-pounders; can not say whether they were rifled or not. Magazine in center of bombproof; bank 12 feet thick; guns mounted on

south front, protected on either side by a thick sod. Bombproof is traversed by two passages connected at right angles in the center. Entrance to bombproof behind each gun; built of 24-inch of pine, covered with 12 feet of sand; about 50 feet square. Four feet from outer slope is the water. A breakwater 4 feet high protects the work from the action of the sea. The fort occupies the whole island. Men's quarters in time of action in the bombproof; when not firing they occupy a building on the wharf; wharf about 80 paces long, running east; 4 or 5 feet of water alongside.

Channel runs within 50 yards. Drinking water is brought in vessels from eastern shore, and kept in iron tanks and two cisterns; this is spring water. At the time of the bombardment ammunition was sent from Fort Gaines at night. One man was killed and four wounded. Damages repaired by negroes during the night. They draw rations every two months; rations kept under bombproof. During the bombardment they received pure coffee.

All the men of the battalion are armed with Springfield muskets. The two Tennessee companies work a water battery of seven guns (7-inch rifles and X-inch smoothbores, at least three of the latter) directly beneath Fort Morgan, commanding the channel.

There are 18 guns mounted on the parapet of the fort; two Blakelys, 100-pounders, X-inch, one bearing toward Sand Island and the other due west. The others are 7-inch rifles and X-inch smoothbores. At the light-house is a battery of 8 guns, old 32-pounders, 5 of them rifled and banded. There are 3 other guns in position on the point, of which we could give no information.

The line of obstructions extends across Pelican Pass Channel, from shoal water to edge of main channel; from thence three lines of torpedoes, about 4 feet under water, extend to within half a mile of Fort Morgan. This end of line is marked by small black buoy. Another line of obstructions just below the batteries near the city, extending from shoal water on west side one mile and a half south of the batteries to shoal water on the east shore; no torpedoes. About the middle of the obstructions an opening 75 to 100 feet is left to allow ships and boats to pass through. Before reaching the obstructions the channel is marked by posts appearing first on the right, then on the left, between which the boats keep. At night lights are kept burning on these posts.

He gives the same information concerning gunboats as derived from other sources. The *Tennessee*, completed, and the *Nashville*, building, are the only two formidable boats. He saw the *Nashville* in the dock. She is a side-wheeler, plated partially with iron taken from the *Baltic*. The latter is dismantled and put out of commission.

Examination made by Captain Frank W. Marston, Signal Corps, U. S. Army.

ALBERT J. MYER,
Colonel, Signal Office, Army.

HDQRS. MILITARY DIVISION OF THE WEST MISSISSIPPI,
OFFICE OF THE CHIEF SIGNAL OFFICER,
New Orleans, July 11, 1864.

The extent and direction of the lines of obstructions and torpedoes in and near Mobile Bay are similarly reported upon by Mr. — De Grow,

a refugee, and Jacobsin, a deserter; the knowledge of both is from hearsay.

In the case of Mr. — De Grow, derived in part from instructions given in relation to the schooner *Judson*, and in the case of Private Jacobsin from conversation with a member of the torpedo party stationed at Fort Morgan. The torpedo party consists of seven men. The service of torpedoes seems to be a distinct branch of the service. The party is located at Fort Morgan. They are supplied with a large and unusually broad launch, or boat, which can be propelled by either oars or sails.

The torpedoes are brought empty to Fort Morgan and are there charged. They are stored, prior to being filled, in a wooden building once used as quarters and standing just outside of Fort Morgan. The torpedoes are anchored in different locations, as circumstances from time to time seem to require.

One of the torpedo crew informed Jacobsin that after being anchored under water they remained in good order for about six months.

Structure.—The torpedo consists of a copper case, made conical and water-tight. This case is, in its long diameter, 2 feet, or perhaps a little more.

The diameter of the base is about 18 inches. From the apex of the cone projects a firing rod from 3 to 5 feet in length. This rod is so adjusted that a vessel or other body pressing against it fires the charge placed within the torpedo. The torpedo, being charged, is anchored with its base downward in the channel to be obstructed, the anchoring rope and the firing rod being made of such length that the top of the latter shall reach nearly "to within about 2 feet" of the surface of the water. Of the quantity of powder placed within the torpedo the informant had no knowledge. Those seen by him were of the character described.

Torpedoes of much greater size are known to have been used in the Mississippi.

The informant thinks the torpedo is fired by the action of a spring. It would seem more probable, however, that the firing is caused by the action of chemical compounds set loose and mingled together by motion of the firing rod.

Location of obstructions and principal torpedo line at entrance of Mobile Bay.—A line of piles driven under water extends from the shoal water near Fort Gaines, across Pelican Pass Channel, and to the edge of the main ship channel.

One informant describes this obstruction as five rows of piles driven closely together. The other informant does not know how many are the piles or how closely driven.

It is possible the obstructions are of the character of those at one time in the harbor at Norfolk, i. e., groups of piles bound together in fives, the groups being separated by some little distance. In very low tides or when the wind has been blowing strongly from the north some of the piles are visible. From the western edge of the main ship channel, where the fixed obstructions terminate, a torpedo line extends eastward across that channel to a point differently estimated as at 400 yards and as at nearly one-half mile from Fort Morgan.

The eastern terminus of this line is described by each informant as marked by a small black buoy.

The torpedoes are said by the informant Jacobsin to be anchored in three lines and in quincunx order. This information was derived by the informant in conversation with one of the torpedo party at Fort Morgan. There are no means of determining its reliability.

There are possibly some torpedoes in the vicinity of Fort Powell.

The informants have no knowledge or reports of any located at the line of obstructions near the city or at that in the Tensas River.

An illustrative sketch from description accompanies this paper. A tracing from description is also given, by which it is attempted to show the position of the guns on the batteries near Fort Morgan as they have been described by Private Jacobsin.

ALBERT J. MYER,
Colonel, etc., U. S. Army.

Order of Rear-Admiral Farragut, U. S. Navy, to Captain Drayton, U. S. Navy, regarding service for the U. S. S. Estrella.

U. S. FLAGSHIP TENNESSEE,
Mobile, July 14, 1864.

SIR: Enclosed is an order to Lieutenant-Commander Cooke, to be delivered to him provided that the Department in its dispatch of June 15, which is in the archives, directed that this officer should go North.

Acting Master G. P. Pomeroy I intend to take command of the *Estrella* for the present. I wish her gotten ready for service as soon as possible. I will place her in the sounds, as she draws but 6 or 7 feet water.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Captain P. DRAYTON,
Captain of the Fleet.

Order of Rear-Admiral Farragut, U. S. Navy, to Lieutenant Howison, U. S. Navy, to proceed to New Orleans for the inspection of monitors.

FLAGSHIP TENNESSEE,
Off Mobile Bar, July 14, 1864.

SIR: You will proceed to New Orleans in the *Crowslip* and report to Commodore Palmer for the duty of inspecting the monitors and informing him what, in your opinion, is required in order to be used in this squadron, as you have had considerable experience in ironclads.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Lieutenant H. [L.] HOWISON, U. S. Navy.

Report of Rear-Admiral Farragut, U. S. Navy, urging the need of coal.

No. 302.]

U. S. S. TENNESSEE,
Off Mobile, July 15, 1864.

SIR: I have the honor to acknowledge the receipt of the draft of men, 230 in number, by the *Admiral*. This will make us comfortable

for a short time, but the expiration of service and the medical surveys take men North very rapidly.

My great apprehension now is the want of coal. I have been writing to Commodore Adams for some time, urging a supply, and to-day I received a letter informing me that there are only two or three hundred tons at Pensacola. Will the Department please urge it forward?

I am getting ready for coming events. The two monitors in New Orleans are preparing to come round here. They were intended for the river service and require some securities against the sea breaking over their hatches.

General Canby informed me that he thought he could furnish a sufficient force in the rear of the forts to cut off the enemy's communications.

The *Manhattan* took fire in the engineer's storeroom on the night of the 10th, but it was extinguished in a few hours, and the damage amounts to very little. She will be ready for service by the 19th or 20th. I enclose, marked Nos. 1 and 2, the report of Commander Nicholson and of the board of survey. I have ordered a court of enquiry to investigate the matter.

Very respectfully,

D. G. FARRAGUT.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Letter from the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, regarding marines for the squadron.

NAVY DEPARTMENT, *July 16, 1864.*

SIR: Yours of the 20th ultimo, No. 255, has been received.

The marines and music required by you will be furnished as soon as practicable.

Owing to the requirements for marines, they are not assigned to vessels commanded by lieutenant-commanders.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. G. FARRAGUT,
Comdg. Western Gulf Blockading Squadron, New Orleans, La.

Stations of vessels composing the West Gulf Blockading Squadron, July 15, 1864.

FLAGSHIP TENNESSEE,
Off Mobile, July 16, 1864.

SIR: I have the honor to report the following disposition of the vessels of this squadron on the 15th instant:

East Pass, steamer *Bloomer* and sailing vessel *Charlotte*.

Pensacola Bay, some coaling and repairing, steamers *Hartford*, *Estrella*, *Kennebec*, *Owasco*, *Pembina*, *Port Royal*, *Seminole*, *Bienville*, *Manhattan*, and sailing vessels *Potomac*, *Arthur*, *W. G. Anderson*, [*J. C.*] *Kuhn*, *Kittatinny*, *M. A. Wood*, and *Bohio*.

Off Mobile, *Galena*, *Genesee*, *Itasca*, *Lackawanna*, *Metacomet*, *Monongahela*, *Oneida*, *Ossipee*, *Pinola*, *Richmond*, *Brooklyn*, *Sebago*, *Tennessee*, and *Philippi*.

In Mississippi Sound, *Conemaugh*, *Cowslip*, *Buckthorn*, *Narcissus*, and tinclad *Elk*.

At Ship Island, *Vincennes*.

In Lake Pontchartrain, steamers *Commodore*, *Stockdale* (tinclad), and yacht *Corypheus*.

At New Orleans, *Antona*, *J. P. Jackson*, *Octorara*, *Virginia*, *Meteor* (tinclad), *Rodolph* (tinclad), *Tallahatchie* (tinclad), and sailing vessels *Portsmouth* and *Fearnot*.

At South West Pass, sailing vessel *Pampero*.

In Berwick Bay, *Carrabasset*, *Glide*, and *Nyanza* (tinclads).

Off Calcasieu, *Cayuga* and *New London*.

Off Sabine Pass, *Pocahontas* and *Arizona*.

Off Galveston, *Princess Royal*, *Penobscot*, *Gertrude*, *Chocura*, *Kanawha*, *Katahdin*, *Aroostook*, *Kineo*, and *Cornubia*.

Off San Luis Pass, *Penguin*.

Pass Cavallo, *Sciota*.

The *Arkansas* and *A. Dinsmore* have been used as supply vessels between New Orleans and Texas, the *Ida* and *Hollyhock* as tugs in the Mississippi, and the *Glasgow* and *Jasmine* as mail and dispatch boats between Pensacola and New Orleans.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

Report of Rear-Admiral Farragut, U. S. Navy, regarding the retention of Lieutenant-Commander Perkins, U. S. Navy, for service on a Mississippi monitor.

FLAGSHIP HARTFORD,

Off Mobile Bar, July 16, 1864.

SIR: Deeming the services of Lieutenant-Commander George H. Perkins of more value to the Government just now out here than they would be at the North, I will retain him a short time for duty on one of the Mississippi monitors, which have no officers.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Commanding Western Gulf Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Letter from Rear-Admiral Farragut, U. S. Navy, to Rear-Admiral Bailey, U. S. Navy, regarding the anticipated attack at Mobile.

U. S. FLAGSHIP TENNESSEE,

Off Mobile, July 16, 1864.

MY DEAR ADMIRAL: Things appear to be looking better. There are some monitors getting down this way, but when they will be ready

for their work I can not say, as I have not yet seen them, but as soon as they are, and all things are ready in the army, we will take a look at Buchanan. Now is his time; the sea is as calm as possible and everything propitious for his ironclads to attack us; still he remains behind the fort, and I suppose it will be the old story over again. If he won't visit me, I will have to visit him. I am all ready so soon as soldiers arrive to stop up the back door of each fort. I can form no idea when we will make the attack, and will find it difficult to let you know so as not to take you from your station at such an important time while you have the force, etc. I hope you continue to enjoy good health. I see some of your vessels have suffered severely. The capture of the *Alabama* is glorious news. The *Hatteras* would have taken her but for that unfortunate shot in the boiler. She was a mere iron shell, but she struck the *Alabama* two shots to one. I only wish Winslow had bagged that looker on, Mr. *Deerhound*.

Very truly, your friend,

D. G. FARRAGUT.

Rear-Admiral T. BAILEY,

Commanding East Gulf Blockading Squadron, Key West.

Order of Rear-Admiral Farragut, U. S. Navy, to Commodore Palmer, U. S. Navy, regarding the purchase of a tug.

U. S. FLAGSHIP TENNESSEE,
Mobile, July 18, 1864.

COMMODORE: Have the steamer that Mr. Shock and Mr. Stimson think worth the money they ask for her properly examined, and send me her draft of water and her name, etc.

The *Ida*, *Narcissus*, and others, which do very well as tugs, did not cost half as much as any one of those steamers. They may not be as large, but are quite as useful. She may serve your purpose in the river, but I apprehend that all of them draw too much water for the shoal navigation on this coast, and they are good for nothing as vessels of war. Still, if you need a tug very much, I will purchase her.

The *Admiral* will stop at New Orleans on her way back from Texas for sick and for men whose times have expired on or before June. Send in her the prisoner William Smith, of the *Corypheus*, lately tried by court-martial and sentenced to ten years' imprisonment, etc.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Commodore J. S. PALMER,

Commanding First Division, New Orleans.

Letter from Rear-Admiral Farragut, U. S. Navy, to Fleet Engineer Shock, U. S. Navy, regarding general matters pertaining to the department of the latter.

FLAGSHIP TENNESSEE,
Off Mobile, July 18, 1864.

SIR: We received by the supply steamer *Admiral* some tubes and boiler iron for your use at New Orleans, but Mr. Williamson thought

it better to land them at Pensacola, as the *Admiral* was going down the coast of Texas and we can send you what you wish by the *Glasgow*. I think some were left on board and will be landed when she arrives at New Orleans on her way back from Texas.

Your whole energies should be given to the monitors. The weather is so fine that I think they will come round very easily, and I have a good harbor for them here.

I do not find that my work at the navy yard, Pensacola, has progressed as I expected since I left there. I don't know why. My steam hammer is very much wanted. It is my ironwork that is behind-hand.

I am much gratified that Mr. Eads succeeded in getting the monitors sent down to me. No doubt they will do good work. I shall want you here so soon as active operations commence. Their machinery is so complicated that it will require some one to be on hand who understands it if anything should get out of order.

Send round the scrap iron, etc., which you have ready for Pensacola by the *Tennessee*. Let the patterns purchased with the tools at Carrollton be sold by Paymaster Cook. Your orders as fleet engineer to report, etc., have been received.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Fleet Engineer W. H. SHOCK, *New Orleans.*

Letter from Rear-Admiral Farragut, U. S. Navy, to Commodore Palmer, U. S. Navy, giving plan of attack upon Confederate defenses in Mobile Bay.

U. S. FLAGSHIP TENNESSEE,
Mobile Bar, July 18, 1864.

COMMODORE: I send by the *Glasgow* Lieutenant-Commander Perkins and ——— for the monitors. I have detained Lieutenant-Commander Perkins for this work. [N. M.] Dyer also volunteered to go anywhere rather than go home at this juncture. I think they will make them efficient, and if it does not I will put others in them here. I expect the *Manhattan* to arrive to-day. Please express my thanks to General Canby or the officer to whom I am indebted for the ammunition. It puts me all right on that point. Coal is the only fear I have, and as the breeze was fine yesterday I am in hopes that some will arrive. I will assign [Acting] Assistant Paymaster Wheeler to the ironclads. I do not see how I could let you come around, as the rebels say Canby will [have] as much as he can do to hold his own, etc., so that I fear to take you away from New Orleans; but if I can, I will.

I propose to go in according to programme—fourteen vessels, two and two, as at Port Hudson; low steam; flood tide in the morning, with a light southwest wind; ironclads on the eastern side, to attack the *Tennessee*, and gunboats to attack rebel gunboats as soon as past the forts. Ships run up into deep water, seven vessels outside to assist the Army in landing on the beach and to flank the enemy; five or six in the [Mississippi] Sound to assist the Army to land on Dauphin Island.

The signal to land will be the signal to form line, third order of steaming, and run in.

Let me know when the monitors will be ready and I will send the *Tennessee* and *Bienville* or some other vessel around to tow them. I may send them sooner. I wish you to send Mr. Stowell around here in the *Tennessee*.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral, Commanding Western Gulf Blockading Squadron.
Commodore JAS. S. PALMER, U. S. Navy,
Comdg. First Div. West Gulf Blkdg. Squadron, New Orleans, La.

Order of Rear-Admiral Farragut, U. S. Navy, to Lieutenant-Commander Perkins, U. S. Navy, to assume command of ironclad at New Orleans.

U. S. FLAGSHIP TENNESSEE,
Off Mobile, July 18, 1864.

SIR: You will proceed in the *Glasgow* to New Orleans and report to Commodore J. S. Palmer for the command of one of the ironclads now repairing there.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.
Lieutenant-Commander GEORGE H. PERKINS,
Off Mobile.

Letter from Major-General Canby, U. S. Army, to Rear-Admiral Farragut, U. S. Navy.

HQRS. MILITARY DIVISION OF WEST MISSISSIPPI,
New Orleans, La., July 18, 1864.

ADMIRAL: I have the honor to state that in consequence of the changes resulting from the transfer of troops to the Army of the Potomac, there will be more delay in collecting the force to be sent to you than I expected when I saw you. They will be ready, I think, before repairs to the monitors now here are completed. I design sending about 4,000 men. I send over to-day Colonel Myer and Captain McAlester for the purpose of conferring in relation to some of the details. Will you do me the favor to give them any facilities and furnish them with any information that may be necessary?

Very respectfully, your obedient servant,

E. R. S. CANBY,
Major-General, Commanding.
Rear-Admiral D. G. FARRAGUT,
Comdg. Western Gulf Blkdg. Squadron, off Mobile, Ala.

Order of Rear-Admiral Farragut, U. S. Navy, to Commander Gibson, U. S. Navy, regarding blockade runners.

FLAGSHIP TENNESSEE,
Off Mobile, July 19, 1864.

SIR: You will send here in the ships as they come out the blockade runners referred to in your letter of the 17th, and I will have them sent to New Orleans.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Commander A. GIBSON.

Order of Rear-Admiral Farragut, U. S. Navy, to the commandant navy yard, Pensacola, urging forward the repairs to vessels.

FLAGSHIP TENNESSEE,
Off Mobile, July 19, 1864.

COMMODORE: When will the *Narcissus* be ready for service? I am very much in want of her.

I also wish the *Loyall* as soon as her condenser is finished, to attend upon the ironclads.

I am anxious to have the cutter for the *Hartford's* cutwater finished as soon as possible. These are the articles I need most, and wish to have hurried up.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Commodore WM. SMITH,
Commandant Pensacola Navy Yard.

[Telegram.]

HDQRS. MILITARY DIVISION OF WEST MISSISSIPPI,
New Orleans, July 20, 1864.

Your telegram of the 7th has been received. You have already been advised that the force intended for the operation against Mobile have been sent to the Army of the Potomac. I am now preparing a smaller force to act in cooperation with the Navy in an attack which Admiral Farragut will make in that harbor. This force will be ready in six days, and, although much smaller than was contemplated originally, will no doubt have a good effect. General Asboth, at Pensacola, has been advised of General Rousseau's expedition, and will be prepared for it. * * * The diversion of so large a force from this command will limit our movements very materially, but I will do whatever I can to facilitate yours.

ED. R. S. CANBY,
Major-General, Commanding.

Major-General W. T. SHERMAN,
Commanding Military Division of the Mississippi.

Letter from the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, approving the disposition of cotton and other merchandise picked up at sea.

NAVY DEPARTMENT, July 21, 1864.

SIR: I have received your dispatch of the 29th ultimo, No 268, enclosing a copy of a general order issued by you as to the disposition of cotton and other merchandise picked up at sea.

The Department approves of the order as far as it relates to cotton or other merchandise thrown overboard or lost from vessels at sea.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. G. FARRAGUT,
Comdg. Western Gulf Blkdg. Squadron, New Orleans.

Report of Rear-Admiral Farragut, U. S. Navy, forwarding proceedings of a court of enquiry regarding fire on the U. S. S. Manhattan.

No. 314.]

FLAGSHIP HARTFORD,
Off Mobile, July 21, 1864.

SIR: I forward herewith the proceedings of the court of enquiry which I had ordered to ascertain the cause of the fire on the ironclad *Manhattan*. The opinion expressed is that it was the result of spontaneous combustion.

She caught fire a second time a few days ago in consequence of her galley pipe being too near the deck beams, but the damage was trifling and the evil has been remedied.

She arrived off this anchorage yesterday afternoon in tow of the *Bienville*.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Comdg. Western Gulf Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, [D. C.].

The two ironclads at New Orleans, I expect, will be ready in a week.

Instructions from Rear-Admiral Farragut, U. S. Navy, to Lieutenant-Commander Newman, U. S. Navy, regarding the destruction of blockade runner ashore near Fort Morgan.

U. S. FLAGSHIP HARTFORD,
Mobile, July 22, 1864.

Directions for destroying the blockade runner now on shore near Fort Morgan:

Send in your small boats and sound and ascertain if there are any persons on board of her. If there are persons on board, range up as close as you can with safety and fire into her with all your battery on that side, then take a hawser to the vessel and make it fast to the hawser on her port quarter at the water's edge, cut it (the steamer's haw-

ser) below your own, and heave away on board the gunboats and try to get her off. If you do not start her, then fire two broadsides into her and then send a boat with a boarding gang to destroy her with fire, but if you are opposed by force, then run round in a circle, firing in broadside until you are satisfied she is destroyed.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Lieutenant-Commander L. H. NEWMAN,
U. S. S. Pembina, Senior Officer.

Capture by a party from the U. S. S. Oneida of a Confederate picket guard in the vicinity of Fort Morgan, July 22, 1864.

Report of Rear-Admiral Farragut, U. S. Navy, transmitting reports.

No. 334.]

FLAGSHIP HARTFORD,
Off Mobile, August 4, 1864.

SIR: I beg to bring to the attention of the Department the gallantry of a little party landed from the *Oneida*, while on picket duty off the peninsula, about 5 miles from Fort Morgan, on the night of the 22d ultimo.

Lieutenant Cotton and Acting Ensign John L. Hall were landed to lie in ambush for the picket guard (which Commander T. H. Stevens, of the *Oneida*, had seen pass up and down the beach frequently during his tour of duty in that locality), and if sufficiently strong, to attack and capture them, and the ship would send to their assistance. They had not been in ambush more than an hour before a horseman came along. The party rushed out and captured him, and they then compelled him to lead them to his picket. Mr. Hall took charge of the party and followed on for 3 or 4 miles, surprised and captured a lieutenant and 4 soldiers. Although the act was somewhat imprudent, it was nevertheless a bold one, and as he succeeded I think Mr. Hall fairly entitled to the favorable consideration of the Department, and I most respectfully recommend him for promotion to the grade of acting master.

Enclosed, marked Nos. 1 and 2, are the reports of Commander Stevens and Lieutenant Cotton.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear Admiral, Commanding West Gulf Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Stevens, U. S. Navy, commanding U. S. S. Oneida.

U. S. STEAM SLOOP ONEIDA,
Off Pensacola, July 23, 1864.

SIR: The time being propitious I landed a party of 10 men from this vessel nearly abreast of our picket station for the purpose of cap-

turing the cavalry patrol of the enemy, which for several nights we had observed from the vessel passing up and down the beach.

The party was in charge of Lieutenant C. S. Cotton, of this vessel, and Acting Ensign J. L. Hall. The instructions were to land and secrete themselves in the woods, sending the boat back to the *Oneida*.

The expedition resulted in the capture of the entire picket cavalry camp of the enemy, who were established some 4 miles to the eastward of our position, with the exception of one man, who escaped. A lieutenant and 4 privates belonging to the Seventh Alabama Cavalry, with their arms, horses, and accouterments, were taken. Subsequently the horses were released. The prisoners I have to-day delivered, according to your instructions, to the provost-marshal of this place.

In connection with the execution of this affair I desire to bring to your notice the good conduct of both men and officers. Lieutenant Cotton speaks in warm terms of the gallantry and judgment displayed by Acting Ensign Hall upon the occasion. Enclosed please receive report of Lieutenant Cotton.

I have the honor to be, your obedient servant,

T. H. STEVENS,
Commander.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron.

Report of Lieutenant Cotton, U. S. Navy, in charge of expedition.

U. S. S. ONEIDA,
Off Pensacola, July 23, 1864.

SIR: In obedience to your order, I landed, with Acting Ensign John L. Hall and 10 men of this ship, a short distance to the eastward of the ship's position on the night of the 22d instant.

We secreted ourselves in a commanding position a short distance from the beach, and after having laid in ambush about one hour were rewarded by the capture of a patrol coming from the westward, arms, horse, and accouterments. From information gained from the prisoner I deemed it proper and expedient to detach a party of men under Mr. Hall to surprise and capture the patrol camp, situated some 3 miles to the eastward, and accordingly did so, sending the prisoner as guide.

I remained with the balance and a smaller portion of the party to watch the movements of the patrols a short distance to the westward, and if possible to capture them.

About 2 a. m. Mr. Hall and men returned, having been rewarded by the capture of a lieutenant and 3 privates, arms, horses, accouterments, camp equipages, etc.

At 2:30 a. m. I returned to the ship with the party, prisoners, arms, and ammunition. It gives me very great pleasure to recommend to your notice the creditable and gallant manner in which Mr. Hall executed his duty and also the commendable conduct of the men.

The results of the expedition were—captured, 1 lieutenant and 4 privates of the Seventh Alabama Cavalry, arms and ammunition; 5 horses, with their equipments complete, and all the camp equipage and stores.

The sentry who was on post at the time Mr. Hall made his descent on the camp made his escape in the woods and gave the information of our presence to the enemy.

I am, sir, very respectfully, your obedient servant,

CHAS. S. COTTON,
Lieutenant, U. S. Navy.

Commander THOS. H. STEVENS,
Commanding U. S. S. Oneida, Mobile Blockade.

Order of Rear-Admiral Farragut, U. S. Navy, to Lieutenant-Commander de Krafft, U. S. Navy, regarding movements of coal vessels.

U. S. FLAGSHIP HARTFORD,
Mobile, July 23, 1864.

SIR: If the *Bohio* is not emptied of coal, have it done immediately and send her out at latest to-morrow, with orders to go to Pensacola, fill up again, and return to Petit Bois [Island] Pass, when you will be ready to tow her in. All dispatch should be used, as she will be much needed.

I enclose orders for the *Elk* and *Stockdale*.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral, Commanding.

Lieutenant-Commander J. C. P. DE KRAFFT,
Commanding U. S. S. Conemaugh, Mississippi Sound.

Order of Rear-Admiral Farragut, U. S. Navy, to Acting Master Pomeroy, U. S. Navy, regarding transfer of command.

FLAGSHIP HARTFORD,
Off Mobile, July 23, 1864.

SIR: On the arrival of the supply steamer *Admiral* at Pensacola, when Lieutenant-Commander Cooke will be detached from the U. S. S. *Estrella*, you will relieve him in the command of that vessel.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

Acting Master G. P. POMEROY,
U. S. S. Estrella, Pensacola.

Order of Rear-Admiral Farragut, U. S. Navy, to Acting Volunteer Lieutenant Kirby, U. S. Navy, commanding U. S. S. Elk.

FLAGSHIP HARTFORD,
Off Mobile, July 23, 1864.

SIR: You will proceed with the *Elk* under your command into Lake Pontchartrain and deliver the enclosed order immediately to Acting Volunteer Lieutenant Edwards, of the *Stockdale*. After arrival at

Lakeport you will report to Commodore Palmer for such repairs as your vessel may require.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Acting Volunteer Lieutenant N. KIRBY,
Commanding U. S. S. Elk, Mississippi Sound.

Order of Rear-Admiral Farragut, U. S. Navy, to Acting Volunteer Lieutenant Edwards, U. S. Navy, commanding U. S. S. Stockdale.

FLAGSHIP HARTFORD,
Off Mobile, July 23, 1864.

SIR: On the receipt of this order you will proceed at once with the *Stockdale* under your command into Mississippi Sound and report to the senior officer off Petit Bois [Island] Pass.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Acting Volunteer Lieutenant T. EDWARDS,
U. S. S. Stockdale, Lake Pontchartrain.

Order of Rear-Admiral Farragut, U. S. Navy, to Lieutenant-Commander Greene, U. S. Navy, commanding U. S. ship Vincennes.

FLAGSHIP HARTFORD,
Off Mobile, July 23, 1864.

SIR: So soon as the army forces appear in the sound you will put the *Vincennes* in charge of your executive officer and report to Lieutenant-Commander de Krafft, of the *Conemaugh*, to assist in the landing of the army.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Lieutenant-Commander C. H. GREENE,
Commanding Vincennes, off Ship Island.

Order of the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy.

NAVY DEPARTMENT, *July 25, 1864.*

SIR: It is desirable, owing to the scarcity of officers, that no vessel commanded by a lieutenant-commander should have a lieutenant of the regular service as executive officer, except ironclads.

In carrying out this rule, should there be an overplus of this grade you will send them North for other service.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron, New Orleans, La.

Letter from Rear-Admiral Farragut, U. S. Navy, to Major-General Canby, U. S. Army, regarding cooperative movement against Mobile.

U. S. S. HARTFORD,
Off Mobile, July 25, 1864.

GENERAL: As the winds give some evidence in the last three days of an early fall, time is very precious with us, and I can not urge too strongly upon you the necessity of bringing all your forces up into Mississippi Sound and landing a force first in the rear of Fort Gaines. The menace is good, for they are now transporting everything over to Morgan from Gaines and doing everything they can to increase the strength of Morgan. But my reason is stronger than that. Gaines must fall to make my communication good. If I get inside, I think a small force will only be necessary—say, 1,000 men. When I once get inside I can approach within three-fourths of a mile, with the vessels, of Gaines, and as close as I please with the New Orleans monitors. I can give your forces perfect protection on Dauphin Island with the gunboats and they can be supplied with everything by the steamers with great ease. For the last three days it has been raining outside. I sent a small party on shore the other night and captured one of their pickets near the place we supposed you would land, in the rear of Fort Morgan. Captain Stevens reports that the landing was very good. We took the lieutenant and 4 men, horses, arms, etc., but unfortunately they let the horses go instead of killing them. I fear Asboth will meet with defeat for want of horses and by having traitors in his midst, as we all have. We took 4 prisoners who arrived yesterday at Barrancas, and they state that the rebels knew all about his expedition before it left and sent to Mobile for troops, which were sent to Pollard to meet him. I do not believe that any intention of attack is mentioned in one of our departments that is not communicated indirectly to the rebels. I send you a Mobile paper of the 11th, speaking of you and myself, etc., as to our intentions and how you will be prevented. But, general, do not send the vessels out of the sound until the weather is propitious, and let a force be landed on Dauphin Island in the rear of Gaines. There is fresh water to be had by digging 4 or 5 feet anywhere on the island or on peninsula in the rear of Morgan. There are also the fresh-water ponds on the latter, about 5 miles from the fort.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Major-General CANBY,
Commanding Department of the Gulf.

Order of Rear-Admiral Farragut, U. S. Navy, to Acting Master Seaver, U. S. Navy, commanding U. S. S. Philippi, to proceed on special duty to the mouth of the Mississippi River.

FLAGSHIP HARTFORD,
Off Mobile, July 26, 1864.

SIR: Proceed to the mouths of the Mississippi, where it is understood that some of the enemy's armed launches have lately appeared. Try and find out their whereabouts and destroy them, or at least protect, as far as possible, Pilot Town and the shipping in that neighborhood.

on the arrival of other vessels; or should you have reason to suppose that the alarm is a false one, return here at once.

Telegraph to Commodore Palmer on your arrival, and also when you are about returning, in obedience to this order.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Acting Master J. T. SEAVER,
U. S. S. Philippi, off Mobile.

Report of Rear-Admiral Farragut, U. S. Navy, announcing his readiness for the attack upon Mobile.

No. 320.]

FLAGSHIP HARTFORD,
Off Mobile, July 26, 1864.

SIR: By the timely arrival of the coal ship *New England* I have been able to fill up the vessels of the blockade, and am all prepared for the attack the moment the two monitors arrive from New Orleans, which Commodore Palmer writes me will be about 29th or 30th.

The *Manhattan* is under Sand Island with vessels to look out for her, and the moment the other two and the army arrive I will commence. My great wants will be coal, and also ice for the sick and wounded. I think we have every arrangement made for the latter. The fleet surgeon has been untiring in getting things prepared at Pensacola, and the army and sanitary commission have been very accommodating to us.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Rear-Admiral Farragut, U. S. Navy, in the matter of claims for indemnity for the capture of the Confederate steamer Tennessee at New Orleans.

FLAGSHIP HARTFORD,
Off Mobile, July 26, 1864.

SIR: I have the honor to acknowledge the Department's dispatch with enclosure referring to the steamer *Tennessee*, captured at the time of the taking of New Orleans.

I have simply to state that the *Tennessee*, with other vessels captured at the same time, are before the court at New Orleans for adjudication.

I may add, however, that the *Tennessee* was a notorious blockade runner, and there is every reason to believe that any transfer of her, if made at all, was fraudulent.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from Major-General Canby, U. S. Army, to Rear-Admiral Farragut, U. S. Navy, regarding troops for attack on defenses of Mobile.

HDQRS. MILITARY DIVISION OF WEST MISSISSIPPI,
New Orleans, La., July 26, 1864.

ADMIRAL: I have the honor to acknowledge the receipt of your communication of yesterday. The troops will be ready to leave here at the same time the monitors do, and I will send them on seagoing vessels, so as to conceal the destination as much as possible. I will send about 2,000 men, which will be sufficient to secure the occupation of Dauphin Island, and by the time that you are ready I will be able to send an additional force for operations about Fort Morgan. I see by the papers you send me that they are making every exertion in Mobile to be prepared for you and are trying to scare us off by demonstrations against our lines. Kirby Smith has been moving a large force down the Red River, I think with a view of crossing the Mississippi. He may, however, attempt to cross the Atchafalaya at Morgan's Ferry or Rose la Butte, at both of which places some demonstrations have been made within a few days. I am looking every day for about 3,000 troops from the coast of Texas, which will enable me to increase the force with you, if it should be necessary.

Very respectfully, your obedient servant,

E. R. S. CANBY,
Major-General, Commanding.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron, Mobile, Ala.

Order of Rear-Admiral Farragut, U. S. Navy, to Lieutenant-Commander de Krafft, U. S. Navy, commanding U. S. S. Conemaugh, to cover the landing of troops on Dauphin Island.

U. S. FLAGSHIP HARTFORD,
Mobile, July 27, 1864.

SIR: Major-General Granger proposes landing a body of troops on Dauphin Island within the next two days. You will render him every assistance in your power. Arrange your vessels to the best advantage for covering the landing and collect all the boats that you can, so as to enable as large a body of men as possible to be landed at once.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Lieutenant-Commander J. C. P. DE KRAFFT,
U. S. S. Conemaugh, Mississippi Sound.

Order of Rear-Admiral Farragut, U. S. Navy, to Commander Gibson, U. S. Navy, to send the U. S. ship Bohio to Petit Bois Island Pass.

U. S. FLAGSHIP HARTFORD,
Off Mobile, July 28, 1864.

SIR: Detail a master or ensign to take the *Bohio* to Petit Bois [Island] Pass, where she must anchor and make signal for a towboat. The officer on her arrival there can return to his vessel.

Should you have none to spare yourself, show this to the senior officer in port, and tell him that it is my order that he supply a competent person.

The *Bohio* must get off at once and stay in the sound above the pass.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Commander A. GIBSON,
U. S. Ship Potomac, Pensacola.

Order of Captain Drayton, U. S. Navy, to Captain Jenkins, U. S. Navy, regarding buoys.

FLAGSHIP HARTFORD,
Off Mobile, July 28, 1864.

SIR We require three spar buoys, with the proper sinkers and chains for about 3 fathoms of water; also six smaller ones for inside of Pelican Pass [Channel] toward the piles.

A few grate bars bound together with twisted iron, the end to form a loop for the buoy rope, might also prove very useful for trial buoys.

The admiral desires that you say to Commodore Smith, it is his desire that you be supplied with material and workmen for the above purposes.

There might be sent round by the *Bohio* a channel buoy for Horn Island Pass, where one is much required, in view of the coming army operations in this direction.

Very respectfully, your obedient servant,

P. DRAYTON,
Fleet Captain.

Captain T. A. JENKINS,
U. S. S. Richmond, off Mobile.

Report of Lieutenant-Commander Perkins, U. S. Navy, commanding U. S. S. Chickasaw, regarding the imperfect steering gear of that vessel.

U. S. IRONCLAD CHICKASAW,
Mississippi River, July 29, 1864.

SIR: I would respectfully report the steering gear of this vessel unsafe and unapplicable. I have been compelled to anchor in consequence of the wheel ropes stretching and allowing the propeller to strike the rudder.

The whole steering gear, in my opinion, is wrong. I will remedy the evil, as far as possible, in an hour or two and proceed to my destination.

I learn from the officers that the same accident happened twice before on her way down the river.

May I beg that you will forward the spare wheel ropes as soon as possible.

Very respectfully, your obedient servant,

G. H. PERKINS,
Lieutenant-Commander.

Commodore JAMES S. PALMER,
Commanding Naval Forces, New Orleans, La.

Report of Commander Craven, U. S. Navy, commanding U. S. S. Tecumseh, of arrival in Pensacola Bay with the U. S. vessels Augusta and Eutaw.

U. S. IRONOLAD TECUMSEH,
Pensacola Bay, July 29, 1864.

SIR: I have the honor to report to you that the injuries to the engines of this ship, referred to in my letter No. 37, from Port Royal, detained me at that place six days.

Second Assistant Engineer Lane was, at my request, transferred by Admiral Dahlgren, and a good officer put in his place.

The engines of the *Augusta*, in bad order from the start, exhibited so much weakness by the time I reached Port Royal I decided to bring the *Eutaw* on, in company, desiring to insure the utmost dispatch. I also had doubts of finding coal at the Tortugas, in which event I would be prepared to transfer all remaining coal to the best vessel and leave the other at those islands.

At Cape Florida, the *Augusta* being nearly disabled, I transferred tow line to the *Eutaw*, and got along faster, the *Augusta* slowly following.

Through the courtesy of Colonel Hamilton, commanding at Fort Jefferson, I procured coal there, and pushed on for this place, reaching here on the 28th; both the *Eutaw* and the *Augusta* being badly crippled by the service.

I have the honor to be, sir, your obedient servant,
T. AUGS. CRAVEN,
Commander.

HON. GIDEON WELLES,
Secretary of the Navy.

Letter from Major-General Canby, U. S. Army, to Rear-Admiral Farragut, regarding embarkation of troops for Mobile.

HDCRS. MILITARY DIVISION OF WEST MISS.,
New Orleans, July 29, 1864.

ADMIRAL: General Granger, with 1,500 infantry, two light and two heavy batteries, and a battalion of engineer troops, in all 2,400 men, is embarking to-day. We have much difficulty about transportation. Two of the steamers intended for the expedition have broken down, and I have been obliged to substitute a heavy seagoing steamer, which will involve the trouble and delay of lightering. The rebels appear to be concentrating in considerable force on the west bank of the Atchafalaya. Their object is not yet developed. No troops have yet arrived from Texas; but I am looking for them daily.

Very respectfully, your obedient servant,
E. R. S. CANBY,
Major-General.

Rear-Admiral D. G. FARRAGUT,
Comdg. West Gulf Blockading Squadron, off Mobile, Ala.

Report of Rear-Admiral Farragut, U. S. Navy, of the arrival of Commander Craven, U. S. Navy, at Pensacola.

No. 328.]

FLAGSHIP HARTFORD,
Off Mobile, July 30, 1864.

SIR: I have the honor to report the arrival at Pensacola on the 28th instant, with the *Eutaw* and the *Augusta*, of the ironclad *Tecumseh*, Commander T. A. M. Craven, who reports that he will be ready in a few days.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Order of Rear-Admiral Farragut, U. S. Navy, to the commandant navy yard, Pensacola, urging the completion of lighter for the transportation of guns.

FLAGSHIP HARTFORD,
Off Mobile, July 30, 1864.

COMMODORE: I wish you would hurry up the lighter I directed to be built for the yard. I want it for landing guns. I also want the heavy guns that were sent to General Asboth, viz., two 150-pounders and four 30-pounders, ready to be sent round as soon as the lighter is finished. They might be on the wharf, ready to be put on board of one of the vessels of the squadron and sent out the moment we are ready for them, which I hope will be in three or four days at farthest.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

COMMODORE WM. SMITH,
Commandant Navy Yard, Pensacola.

Letter from Rear-Admiral Farragut, U. S. Navy, to Commodore Palmer, U. S. Navy, announcing his readiness for action upon arrival of the monitors from New Orleans.

U. S. FLAGSHIP HARTFORD,
Mobile, July 30, 1864.

COMMODORE: I am delighted to learn that the monitors have left New Orleans. I have the other in a snug harbor inside the Light-House Island. She went in this morning very handsomely, so that my fears are quieted. The *Tecumseh* has also arrived in Pensacola and will be ready by Monday for service. I am all ready so soon as the monitors arrive from New Orleans.

I can not give Captain Sartori the command of a gunboat; she is the command of a lieutenant-commander, and Greene wants her, and, as I told Gibson, there must be some officers left in the ports to protect the public interests and property.

We want vessels that can run in 3 or 4 feet water, and I have none to send against the launches; but, if I am successful here, I will give those pirates my attention, and give you anything I can to protect New Orleans, but Porter must have boats in the river to look after the Texans at Morganza. If they are looked after properly, they can not cross the river.

If I can get Fort Gaines, I can keep up this blockade inside instead of outside.

I wish you would make some arrangement by which we can get some soft coal from the army at Lakeport for the monitors. You can hire a vessel and send it down to me at Sand Island, which I shall make my depot so soon as I get the army to put a battery on it.

General Canby told me he would do it, and now that we have the monitors, it can be done with perfect safety.

You can pay half the amount for the guns and other articles deposited by Lamberton, if you can satisfy yourself that he is the proper person to whom it is due; but bear in mind that if we pay the wrong person we must, in the end, pay the right person should he appear hereafter.

Appoint a board to decide the amount due for the rent of the Reading Press. Mr. Dunn wishes to be excused from the board as he is the treasurer of the Navy.

Very respectfully and truly,

D. G. FARRAGUT,
Rear-Admiral.

Commodore JAMES S. PALMER,
Commanding First Division, New Orleans.

Report of Rear-Admiral Dahlgren, U. S. Navy, of the arrival in Port Royal Harbor of U. S. tugs en route to West Gulf Squadron.

No. 360.]

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, July 30, 1864.

SIR: I beg leave to inform the Department that the tugs *Rose*, *Pink*, *Althea*, and *Tritonia* arrived in this harbor on yesterday, having put in for coal.

Having completed this, they will leave for the Gulf Squadron and report to Admiral Farragut, as directed by the Department.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Rear-Admiral Farragut, U. S. Navy, regarding prizes adjudicated at New Orleans.

No. 327.]

FLAGSHIP HARTFORD,
Off Mobile, July 30, 1864.

SIR: The following vessels, viz., schooners *Rambler*, *Rita*, *Union*, *Wilder*, *Reindeer*, *Montebello*, *Tampico*, and *Nymph*, and the cargoes of

the *Rambler*, *Tampico*, *Nymph*, and *Rita*, were sold at New Orleans in 1863 for \$54,108.71, which is the amount received by Fleet Paymaster Dunn from the Government and by him placed in the hands of the United States district court at New Orleans, to be distributed whenever the said vessels and cargoes have been properly adjudicated.

The captures of these vessels must have been duly reported to the Department, and are now on its files. I have no record of them.

May I ask the Department to furnish me with copies of these reports, in order that all information may be given the court for the condemnation of these vessels.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Letter from Major-General Canby, U. S. Army, to Major-General Granger, U. S. Army, regarding proposed cooperative movement against the defenses of Mobile.

HDQRS. MILITARY DIV. OF WEST MISSISSIPPI,

New Orleans, La., July 31, 1864.

GENERAL: The force under your command is not in number or appointments as large or as complete as I designed to send, but I can not increase it until after the troops from Texas or from points above come within reach. The present object is simply that of cooperating with the Navy in the operations about to be undertaken by Admiral Farragut against the rebel works in Mobile Bay. Should these operations open the way for more extensive ones, or call for a larger force, I will add to it as far as I have the means of doing.

I do not give you any special instructions, as I know you will make the best possible application of the means under your control.

Keep me advised as constantly as possible of your operations, and of whatever you may require to increase the efficiency of your command, and give proper results to the work before it.

Very respectfully, sir, your obedient servant,

E. R. S. CANBY,

Major-General, Commanding.

Major-General GORDON GRANGER,

U. S. Volunteers.

Order of Captain Drayton, U. S. Navy, to Captain Jenkins, U. S. Navy, regarding the forwarding of shells from Pensacola.

U. S. FLAGSHIP HARTFORD,

Off Mobile, July 31, 1864.

SIR: The admiral desires that you bring out in your vessel a few XV-inch shells, and that you direct all of the vessels to do the same. You might, perhaps, find place below for twenty, and the other vessels a lesser number; if the smaller ones managed to stow away in a safe

place only three or four, it would be something. The monitors are able to carry a very few, and it is of great importance that there should be more within their reach after we get inside.

I send in the *Philippi* to coal and bring out some ammunition that is needed for the *Octorara*.

We have got the *Manhattan* now inside of Sand Island as snug as possible.

Send out all the coal bags that can be got filled with coal, to put on board of the two monitors; when emptied, they can be filled with sand for the use of the vessel. We must try and have the monitors full before starting. The light ones have left New Orleans, and we are looking for them hourly. Thank heaven we can put them at once into a good harbor.

The army is supposed to have also left, but we are not certain, as its leaders are very mum, and one must be secesh, I suppose, to penetrate their secrets.

Yours, very truly,

P. DRAYTON,
Fleet Captain.

Captain T. A. JENKINS,
U. S. S. Richmond, Pensacola.

Send for the commanding officer of the *Kuhn* and see whether that vessel is ready for coming out here. Also get off the *Bohio*. You had better make whichever vessel is about leaving give her a tow.

[Telegram.]

NAVY DEPARTMENT, *August 1, 1864.*

SIR: Order the mortar schooners *O. H. Lee* and *John Griffith* to proceed to the Gulf and report to Rear-Admiral D. G. Farragut for duty.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Rear-Admiral S. H. STRINGHAM,
Commandant Navy Yard, Boston.

Letter from Captain Drayton, U. S. Navy, to Captain Jenkins, U. S. Navy, referring to the preparation of the U. S. S. Tecumseh.

U. S. FLAGSHIP HARTFORD, *August 1, 1864.*

MY DEAR JENKINS: I am sorry to find that there is no reform in the navy yard, but it is now so little to be hoped for that it is scarcely worth while worrying oneself about it.

I don't see that you are particularly wanted until the *Tecumseh* comes out; so fill up and get ready for work.

The weather is execrable here, and were it not for the inside harbor our monitors would come to grief.

The *Winnebago* arrived safely there yesterday, and the other is in the Sound.

Give Gibson orders if Starrett wants assistance to get the ordnance vessel ready; he must let him have it from the *Potomac*.

Yours, truly,

P. DRAYTON.

Captain T. A. JENKINS,
U. S. S. Richmond.

P. S.—The admiral talks as usual as if he were going in in the morning, but he can't go against fate, which is here represented by the army and the ironclads. I think, myself, it would not be a bad thing to get also an idea of the obstructions, which, so far, on account of the weather, it has been impossible to manage, for it is evidently on them, not on the guns, the enemy depends for safety.

Letter from Rear-Admiral Farragut, U. S. Navy, to the commandant navy yard, Pensacola, regarding preparations for attack upon defenses of Mobile.

FLAGSHIP HARTFORD,
Off Mobile, August 1, 1864.

COMMODORE: I have given those letters to Fleet Engineer Shock and Mr. Starrett, the ordnance officer, for fear that it might not be practicable to give them in the hour of need, and I trust that you will do all in your power to carry out my views, as well as orders for the speedy repairs, if any such should be needed. The enemy is as active as possible; he knows the preparations we are making, for it was announced in the Mobile papers on the 11th that I would attempt to do something against Mobile.

I have got the two monitors *Manhattan* and *Winnebago* inside very snugly; the *Chickasaw* is still in the [Mississippi] Sound, at Petit Bois [Island] Pass, and will come out so soon as the weather is milder. The *Winnebago* came down by herself, and performed very well. It was quite rough, but she was not at all inconvenienced by it. I fear my greatest regret will be not having my rope cutter for this ship's bow, as they appear to be putting down ropes to catch our propellers. So please hurry up all you can.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Commodore WM. SMITH,
Commandant Navy Yard, Pensacola.

Letter from Rear-Admiral Farragut, U. S. Navy, to Captain Jenkins, U. S. Navy, regarding the monitors.

U. S. FLAGSHIP HARTFORD,
Off Mobile, August 1, 1864.

CAPTAIN: We have the *Winnebago* and *Manhattan* very snug inside of Sand Island. The *Winnebago* behaved beautifully yesterday, ran down by herself, dispensing with the tow of the *Cowslip*, and Freeman took her in Pelican Pass. The *Chickasaw* is at Petit Bois, and will come out so soon as the weather permits. I shall only wait for the

Tecumseh, and you must all be here by the time she is. I believe she has been long enough in commission to have her guns well exercised, and that is the difficulty with the others, but I will send Commander Stevens on one, and the others know the ropes and the guns also.

I have sent Starrett to get all the ammunition ready to bring out to us as soon as we commence operations.

The coal vessels are here, and tell the commodore I will have her sent back so soon as she is empty.

Very respectfully and truly,

D. G. FARRAGUT,
Rear-Admiral.

Captain T. A. JENKINS,
Senior Officer, Pensacola.

Letter from Brigadier-General Asboth, U. S. Army, to Captain Jenkins, U. S. Navy, regarding the collection of empty grain bags.

HEADQUARTERS DISTRICT WEST FLORIDA,
Barrancas, August 1, 1864.

CAPTAIN: My quartermaster is collecting all the empty grain bags from the different regiments, and I will send them to you as soon as collected. I shall always consider it my pleasant duty to do anything in my power to assist the Navy, and especially you, from whom I have received so many favors.

Very respectfully, captain, your obedient servant,

ASBOTH,
Brigadier-General.

Captain T. A. JENKINS,
U. S. S. Richmond, Senior Officer Afloat, Present.

Order of Rear-Admiral Farragut, U. S. Navy, to Commander Stevens, U. S. Navy.

U. S. FLAGSHIP HARTFORD,
Mobile, August 2, 1864.

SIR: You are hereby temporarily detached from the U. S. S. *Oneida*, and will take command of the ironclad *Winnebago*.

Commander J. R. M. Mullany will relieve you in the *Oneida*.

Very respectfully, your obedient servant,

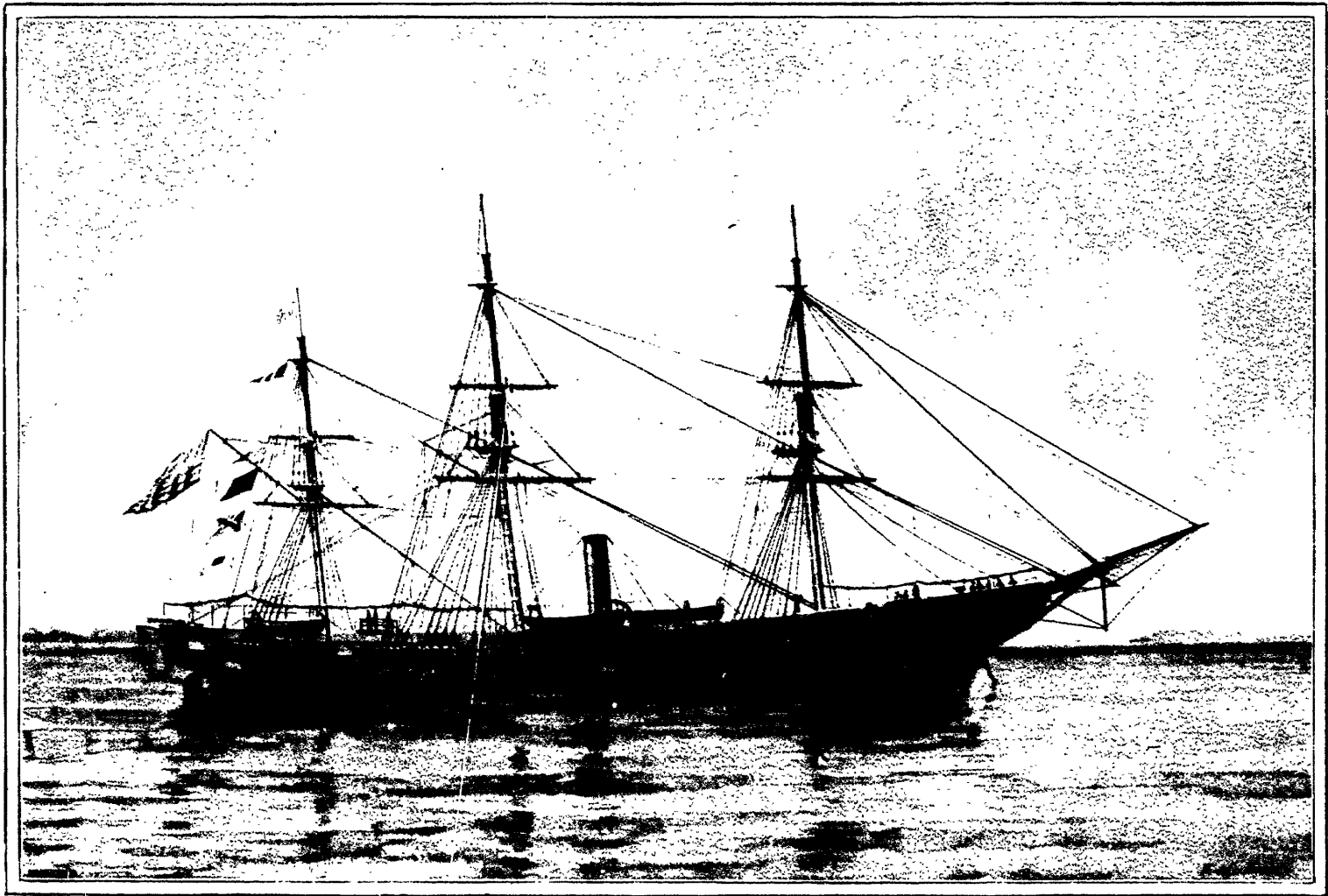
D. G. FARRAGUT,
Rear-Admiral.

Commander T. H. STEVENS,
U. S. S. Oneida, off Mobile.

Order of Rear-Admiral Farragut, U. S. Navy, to Acting Volunteer Lieutenant Shankland, U. S. Navy, giving reasons for relieving him of the command of the U. S. S. Chickasaw.

FLAGSHIP HARTFORD,
Off Mobile, August 2, 1864.

SIR: I have temporarily relieved you in the command of the monitor *Chickasaw* by ordering an officer of great experience in that class



UNITED STATES STEAMER HARTFORD.

of vessel. It is from no fault I have to find with you, because all your commanding officers have spoken well of you, but because the risk of the Government in this action will be great and demands of me to use the best experience and ability within my reach. You will take part in it, and I trust will lose nothing by this temporary change, and be restored as soon as possible.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral, Commanding.

Acting Volunteer Lieutenant WM. F. SHANKLAND,
Commanding Chickasaw.

Order of Rear-Admiral Farragut, U. S. Navy, to Commander Mullany, U. S. Navy, regarding transfer of command.

U. S. FLAGSHIP HARTFORD,
Mobile, August 2, 1864.

SIR: You are temporarily detached from the U. S. S. *Bienville*, and will take command of the U. S. S. *Oneida*, leaving the *Bienville* for the present in charge of Lieutenant-Commander Howison, her executive officer.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Commander J. R. M. MULLANY,
U. S. S. Bienville, off Mobile.

Operations in Mobile Bay, August 2 to 23, 1864, including battle of Mobile Bay and capture of C. S. ram Tennessee, August 5; evacuation of Fort Powell, August 6; surrender of Fort Gaines, August 8, and surrender of Fort Morgan, August 23, 1864.

General order of Rear-Admiral Farragut, U. S. Navy.

GENERAL ORDERS, }
No. 10. }

U. S. FLAGSHIP HARTFORD,
Off Mobile Bay, July 12, 1864.

Strip your vessels and prepare for the conflict. Send down all your superfluous spars and rigging. Trice up or remove the whiskers. Put up the splinter nets on the starboard side, and barricade the wheel and steersmen with sails and hammocks. Lay chains or sand bags on the deck over the machinery, to resist a plunging fire. Hang the sheet chains over the side, or make any other arrangement for security that your ingenuity may suggest. Land your starboard boats or lower and tow them on the port side, and lower the port boats down to the water's edge. Place a leadsman and the pilot in the port quarter boat, or the one most convenient to the commander.

The vessels will run past the forts in couples, lashed side by side, as hereinafter designated. The flagship will lead and steer from Sand Island N. by E. by compass, until abreast of Fort Morgan; then N. W. half N. until past the Middle Ground; then N. by W., and the others, as designated in the drawing, will follow in due order until ordered to anchor; but the bow and quarter line must be preserved

to give the chase guns a fair range, and each vessel must be kept astern of the broadside of the next ahead; each vessel will keep a very little on the starboard quarter of his next ahead, and when abreast of the fort, will keep directly astern, and as we pass the fort will take the same distance on the port quarter of the next ahead, to enable the stern guns to fire clear of the next vessel astern.

It will be the object of the admiral to get as close to the fort as possible before opening fire. The ships, however, will open fire the moment the enemy opens upon us, with their chase and other guns, as fast as they can be brought to bear. Use short fuzes for the shell and shrapnel, and as soon as within 300 or 400 yards give them grape. It is understood that heretofore we have fired too high, but with grapeshot it is necessary to elevate a little above the object, as grape will dribble from the muzzle of the gun.

If one or more of the vessels be disabled, their partners must carry them through, if possible; but if they can not then the next astern must render the required assistance; but as the admiral contemplates moving with the flood tide, it will only require sufficient power to keep the crippled vessels in the channel.

Vessels that can must place guns upon the poop and topgallant forecastle and in the tops on the starboard side. Should the enemy fire grape, they will remove the men from the topgallant forecastle and poop to the guns below until out of grape range.

The howitzers must keep up a constant fire from the time they can reach with shrapnel until out of its range.

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

General order of Rear-Admiral Farragut, U. S. Navy.

GENERAL ORDERS, }
No. 11. }

FLAGSHIP HARTFORD,
Mobile Bay, July 29, 1864.

Should any vessel be disabled to such a degree that her consort is unable to keep her in her station, she will drop out of line to the westward and not embarrass the vessels next astern by attempting to regain her station. Should she repair damages, so as to be able to reenter the line of battle, she will take her station in the rear as close to the last vessel as possible.

So soon as the vessels have passed the fort and kept away N. W., they can cast off the gunboats at the discretion of the senior officer of the two vessels, and allow them to proceed up the bay to cut off the enemy's gunboats that may be attempting to escape up to Mobile. There are certain black buoys placed by the enemy from the piles on the west side of the channel across it toward Fort Morgan. It being understood that there are torpedoes and other obstructions between the buoys, the vessels will take care to pass to the eastward of the easternmost buoy, which is clear of all obstructions.

So soon as the vessels arrive opposite the end of the piles, it will be best to stop the propeller of the ship and let her drift the distance past by her headway and the tide, and those having side-wheel gunboats will continue on by the aid of their paddle wheels, which are not likely to foul with the enemy's drag ropes.

D. G. FARRAGUT,
Rear-Admiral.

Letter from Captain Drayton, U. S. Navy, to Captain Jenkins, U. S. Navy, urging the immediate sending of the U. S. monitor *Tecumseh*.

U. S. FLAGSHIP HARTFORD, *August 2, 1864.*

MY DEAR JENKINS: We are anxiously looking for you all, and especially the *Tecumseh*. I don't believe the admiral will wait much longer, but go in with the force he has, which will get in if any can.

You have the *Tennessee* to tow around the *Tecumseh*; what do you want with the *Bienville*? The *Tennessee* must be sent out when wanted, although it does seem hard to get her out of Pensacola.

The *Metacomet* could perhaps do as well as the *Tennessee*, but the *Tecumseh* must be got out when ready, without being detained for anything.

The army lands to-morrow, and to-day was an elegant one for our going in.

Thinking you had left, I had written to Gibson. The letter to him and Jouett I now enclose to you. You can forward them with what remarks you think necessary. Jouett's was written earlier than the other.

Yours,

P. DRAYTON.

Captain T. A. JENKINS,
U. S. S. Richmond, Pensacola.

Have it clearly understood that no vessel is to bring out more XV-inch shell than she can keep on board conveniently, until after the fight.

Memorandum.—The *Metacomet* had not arrived and I only wanted the *Bienville* because the admiral wrote through me to Craven that when I was ready he would send the *Bienville* to tow her.

T. A. J.

Letter from Captain Drayton, U. S. Navy, to Captain Jenkins, U. S. Navy, referring again to the U. S. monitor *Tecumseh*.

U. S. S. HARTFORD,
Off Mobile, August 2, 1864.

MY DEAR JENKINS: I think you must have misunderstood my letter about XV-inch shell. What I intended was that those vessels which were going in should bring each a few, but not more than could be stowed below water. The *Itasca* has fifteen on the quarter-deck, and is not going inside.

Please send out the *Philippi* as soon as possible, also the *Tennessee*. The latter has a few things to land, but if she can't get them ashore at once, let her keep them on board, for we can't afford to wait weeks as usual in such cases.

There are 200 bags on board the *Tennessee*, which I want kept for other vessels. After yours are taken out, please have them filled and sent out in some of the vessels.

Hurry up the *Tecumseh*, for the army will be ready to land on Wednesday on Dauphin Island. Try and keep up the impression still that Morgan is to be the point, which the enemy firmly believes.

Yours, truly,

P. DRAYTON.

The vessels may leave what boats are likely to be in the way, as that Fort Gaines is the object.

P. D

Order of Rear-Admiral Farragut, U. S. Navy, to Commander Gibson, U. S. Navy, urging the immediate presence of the U. S. monitor *Tecumseh*.

FLAGSHIP HARTFORD,
Off Mobile, August 2, 1864.

SIR: The admiral wishes you to make enquiries about Pensacola, and if there are any persons acquainted with the Mobile Bar and Bay who are willing to serve in the fleet, to send them out at once.

If they are not here as soon as the *Tecumseh*, there will be no object in sending them.

Say to the commander of the *Tecumseh* that if he is ready on Wednesday afternoon and the weather is fine, he can come out without waiting for the morning to do so.

If the *Tennessee* is ready, order her commander to tow the *Tecumseh* round, or, rather, she must be got ready. This will not render it necessary for the *Metacomet* to do so.

Under no circumstances must the *Tecumseh* be kept waiting for a tow.

Very respectfully,

P. DRAYTON,
Fleet Captain.

Commander A. GIBSON,
U. S. Ship Potomac, Pensacola.

Letter from Major-General Granger, U. S. Army, to Rear-Admiral Farragut, U. S. Navy, announcing his presence with transports in Mississippi Sound.

HEADQUARTERS STEAMER LAURA,
Petit Bois Pass, Mississippi Sound, August 2, 1864.

ADMIRAL: Upon arriving in the sound this morning I found that all my transports had arrived with the exception of two.

Should the weather permit, I will commence to disembark the troops at daylight to-morrow, provided the above transports reach here in time.

I will communicate with you again, however, in the meantime, and more in detail.

I have the honor to be, very respectfully, your obedient servant.

G. GRANGER,
Major-General, Commanding.

Admiral FARRAGUT,
Commanding West Gulf Squadron.

Order of Rear-Admiral Farragut, U. S. Navy, to Captain Jenkins, U. S. Navy, urging haste in forwarding vessels from Pensacola.

U. S. FLAGSHIP HARTFORD,
Off Mobile, August 2, 1864.

CAPTAIN: General Granger was here and dined with me yesterday; expects to be able to land his forces to-morrow in the sound; so you must all hurry up. Send Mr. Shock out in one of the vessels coming out immediately. One of the turrets jams, and must be eased at once. The whole three are in a very snug harbor. I visited them yesterday, and am going again this morning. I wish you would try and find two thimble blocks, 9 or 10 inches long, for one of the run-out tables to Perkins' XI-inch guns.

Hurry out everybody as fast as possible after they have filled up their coal.

Very truly and respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Captain T. A. JENKINS,
Senior Afloat, Pensacola.

Order of Rear-Admiral Farragut, U. S. Navy, to Captain Jenkins, U. S. Navy.

[AUGUST 2, 1864.]

DEAR JENKINS: The admiral thinks we had better draw fires and save coal. This will also give a chance of cleaning up below.

Yours,

P. DRAYTON.

P. S.—The general wants your signal men for a day or two.

P. D.

Order of Rear-Admiral Farragut, U. S. Navy, to Lieutenant-Commander Howison, U. S. Navy commanding U. S. S. *Bienville*, to tow the U. S. monitor *Tecumseh* from Pensacola.

FLAGSHIP HARTFORD,
Off Mobile, August 3, 1864.

SIR; Proceed at once with the *Bienville* to Pensacola and take the *Tecumseh* in tow as soon as she is ready and bring her out to me here.

If it is possible, she must be got off early to-morrow morning, otherwise she will be of no use to me in my operations.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Lieutenant-Commander H. L. HOWISON,
U. S. S. Bienville, off Mobile.

Order of Commander Mullany, U. S. Navy, to Lieutenant Howison, U. S. Navy, to assume temporary command of the U. S. S. *Bienville*.

U. S. S. BIENVILLE,
Off Mobile Bar, Ala., August 3, 1864.

SIR: Agreeably to instructions received by me from the admiral commanding, you will assume command of this ship for the present, during my temporary absence.

I am, respectfully, your obedient servant,

J. R. M. MULLANY,
Commander.

Lieutenant H. L. HOWISON,
Executive Officer, U. S. S. Bienville, off Mobile Bar.

Order of Captain Drayton, U. S. Navy, to Captain Jenkins, U. S. Navy, regarding the hastening of the U. S. monitor *Tecumseh*.

U. S. FLAGSHIP HARTFORD,
August 3, 1864.

MY DEAR JENKINS: As the *Tennessee* has come out, and we must have the *Metacomet*, *Tecumseh* or no *Tecumseh*, we send in the *Bienville*. If you can get the *Tecumseh* out to-morrow, do so; otherwise I am pretty certain that the admiral won't wait for her. Indeed, I think a very little persuasion would have taken him in to-day, and less to-morrow. The army are to land at once, and the admiral does not want to be thought remiss.

You had better come out if you want to be sure of a place in the fight. Don't send out any XV-inch that the vessels can not conveniently stow below water.

We want the *Philippi*, with the ammunition for *Octorara*, but nothing else.

Yours, truly,

P. DRAYTON.

Captain T. A. JENKINS,
U. S. S. Richmond.

Report of Rear-Admiral Farragut, U. S. Navy, regarding the arrival off Mobile of U. S. monitors *Winnebago* and *Chickasaw*.

No. 333.] FLAGSHIP WESTERN GULF BLOCKADING SQUADRON,
Off Mobile, August 3, 1864.

SIR: I am happy to inform the Department that the two monitors, *Winnebago* and *Chickasaw*, have arrived from New Orleans and are now anchored inside of Sand Island.

They came around without the slightest accident, and worked finely.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from Rear-Admiral Farragut, U. S. Navy, to Major-General Granger, U. S. Army, advising a landing at Fort Gaines.

FLAGSHIP HARTFORD,
Off Mobile, August 3, 1864.

GENERAL: I think you will find them unprepared for you at Fort Gaines. They appear to think only of the peninsula, and are doing everything to get ready for you in that quarter. I hope, if we are so fortunate as to get inside the bay, that you will then find force enough to land there also.

I received the signal officers to-day by Captain Marston.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

Major-General GORDON GRANGER,
Commanding U. S. Forces, Dauphin Island.

Letter from Rear-Admiral Farragut, U. S. Navy, to Captain Jenkins, U. S. Navy, expressing regret at the delay caused by the nonappearance of the U. S. monitor *Tecumseh*.

FLAGSHIP HARTFORD,
Off Mobile, August 3, 1864.

CAPTAIN: I have lost the finest day for my operations. I confidently supposed that the *Tecumseh* would be ready in four days, and here we are on the sixth and no signs of her, and I am told has just begun to coal. I could have done very well without her, as I have three here without her, and every day is an irretrievable loss.

The soldiers, by agreement, are landing to-day back of Dauphin Island, and could I have gone in this morning, we would have taken them by surprise. Four deserters came off from Gaines last night, and they say they do not expect any landing there; but they are working like beavers on Morgan.

I have consented to let Alden go ahead, as he has four chase guns and a cowcatcher or torpedo catcher. I send the *Bienville* to tow the *Tecumseh*. Send out the *Metacomet* and come out yourself to-morrow morning. I can lose no more days. I must go in day after to-morrow morning at daylight or a little after. It is a bad time, but when you do not take fortune at her offer you must take her as you can find her. I have had the wind just right, and I expect it will change by the time I can go in.

Very truly, yours,

D. G. FARRAGUT,
Rear-Admiral.

Captain T. A. JENKINS,
Senior Officer.

Order of Rear-Admiral Farragut, U. S. Navy, to Commander Stevens, U. S. Navy, commanding U. S. S. *Winnebago*, in view of the attempt of the enemy to reinforce Fort Gaines.

FLAGSHIP HARTFORD,
Off Mobile, August 4, 1864.

SIR: Go up toward Fort Gaines and try and drive off the enemy's boats that are landing troops and supplies. You had better not ap-

proach the fort nearer than a mile, but exercise your judgment. Get back to your anchorage before night. If you can signalize any information or open communication with our troops by signal, do so.

We go in a little after daylight in the morning, so do not use up your crew too much.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Commander T. H. STEVENS,
U. S. S. Winnebago, off Mobile.

Instructions from Rear-Admiral Farragut, U. S. Navy, to Commander Stevens, U. S. Navy, commanding U. S. S. Winnebago, regarding the service expected of the monitors.

FLAGSHIP HARTFORD,
Off Mobile, August 4, 1864.

SIR: As the monitors are slower than the wooden vessels, I desire that as soon as a signal is made from this vessel in the morning, or if a signal can not be seen, you perceive any movement which shows that the fleet is about moving, you will get underway and proceed toward the fort, endeavoring to keep at about a mile distance until we are coming up and begin to fire, when you can move nearer, so as to make it certain that when abreast of the fort we have our ironclads as an offset to those of the enemy, which otherwise might run us down.

The service that I look for from the ironclads is, first, to neutralize as much as possible the fire of the guns which rake our approach; next to look out for the ironclads when we are abreast of the forts, and, lastly, to occupy the attention of those batteries which would rake us while running up the bay.

After the wooden vessels have passed the fort, the *Winnebago* and *Chickasaw* will follow them. The commanding officer of the *Tecumseh* and *Manhattan* will endeavor to destroy the *Tennessee*, exercising their own judgment as to the time they shall remain behind for that purpose.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

Commander T. H. STEVENS,
U. S. S. Winnebago, off Mobile.

Diagram of line of battle.

Diagram to supersede the previous one.

FLAGSHIP HARTFORD, August 4, 1864.

<i>Brooklyn and Octorara,</i>	oO	o	<i>Tecumseh</i>
<i>Hartford and Metacomet,</i>	oO	o	<i>Manhattan</i>
<i>Richmond and Port Royal,</i>	oO	o	<i>Winnebago</i>
<i>Lackawanna and Seminole,</i>	oO	o	<i>Chickasaw</i>
<i>Monongahela and Kennebec,</i>	oO		
<i>Ossipee and Itasca,</i>	oO		
<i>Oneida and Galena,</i>	oO		

The above diagram will be observed by the vessels in forming line of battle to-morrow morning, or whenever the fleet goes in.

D. G. FARRAGUT,
Rear-Admiral.

Report of Rear-Admiral Farragut, U. S. Navy, regarding the battle of Mobile Bay,
August 5, 1864.

No. 335.]

FLAGSHIP HARTFORD,
Mobile Bay, August 5, 1864.

SIR: I have the honor to report to the Department that this morning I entered Mobile Bay, passing between Forts Morgan and Gaines, and encountering the rebel ram *Tennessee* and the gunboats of the enemy, viz, *Selma*, *Morgan*, and *Gaines*.

The attacking fleet was underway by 5:45 a. m., in the following order:

Brooklyn with the *Octorara* on her port side, *Hartford* with the *Metacomet*, *Richmond* with the *Port Royal*, *Lackawanna* with the *Seminole*, *Monongahela* with the *Kennebec*, *Ossipee* with the *Itasca*, and *Oneida* with the *Galena*.

On the starboard of the fleet was proper position of the monitors or ironclads.

The wind was light from the southward and westward; the sky cloudy with very little sun.

Fort Morgan opened upon us at six minutes past 7, and soon after this the action became lively. As we steamed up the Main Ship Channel there was some difficulty ahead and the *Hartford* passed on ahead of the *Brooklyn*. At forty minutes past 7 the monitor *Tecumseh* was struck by a torpedo and sank, going down very rapidly and carrying with her all of her officers and crew with the exception of the pilot and 8 or 10 men, who were saved by a boat that I sent from the *Metacomet* alongside of me.

The *Hartford* had passed the forts before 8 o'clock, and finding myself raked by the rebel gunboats I ordered the *Metacomet* to cast off and go in pursuit of them, one of which, the *Selma*, she succeeded in capturing.

All the vessels had passed the forts by 8:30 o'clock, but the rebel ram *Tennessee* was still apparently uninjured in our rear.

Signal was at once made to all the fleet to turn again and attack the ram, not only with the guns, but with orders to run her down at full speed. The *Monongahela* was the first that struck her, and, though she may have injured her badly, yet did not succeed in disabling her. The *Lackawanna* also struck her, but ineffectually, and the flagship gave her a severe shock with her bow, and as she passed poured her whole port broadside into her, solid IX-inch shot and 13 pounds of powder, at a distance of not more than 12 feet. The ironclads were closing upon her and the *Hartford* and the rest of the fleet were bearing down upon her when, at 10 a. m., she surrendered. The rest of the rebel fleet, viz, *Morgan* and *Gaines*, succeeded in getting back under the protection of the guns of Fort Morgan.

This terminated the action of the day.

Admiral Buchanan sent me his sword, being himself badly wounded with a compound fracture of the leg, which it is supposed will have to be amputated.

Having had many of my own men wounded and the surgeon of the ram *Tennessee* being very desirous to have Admiral Buchanan removed to a hospital, I sent a flag of truce to the commanding officer of Fort Morgan, Brigadier-General Richard L. Page, to say that if he would allow the wounded of the fleet as well as their own to be taken to Pensacola, where they could be better cared for than here, I would send out one of our vessels, provided she would be permitted to return bringing back nothing that she did not take out. General Page assented, and the *Metacomet* was dispatched about — o'clock.

The list of casualties on our part as far as yet ascertained are as follows:

Vessel.	Killed.	Wounded.
Flagship Hartford	19	23
Brooklyn	9	22
Lackawanna	4	2
Onida	7	23
Monongahela		6
Metacomet	1	2
Ossipee	1	7
Richmond		2
Galena		1

In all, 41 killed and 88 wounded.

On the rebel ram *Tennessee* were captured 20 officers and about 170 men. The list of the former is as follows: Admiral F. Buchanan, Commander James D. Johnston, Lieutenant Wm. L. Bradford, Lieutenant A. D. Wharton, Lieutenant E. J. McDermott, Master J. R. Demahy, Master H. W. Perrin, Fleet Surgeon D. B. Conrad, Assistant Surgeon R. C. Bowles, First Assistant Engineer G. D. Lining, Second Assistant Engineer J. [C.] O'Connell, Second Assistant Engineer John Hayes, Third Assistant Engineer O. Benson, Third Assistant Engineer W. B. Patterson, Paymaster's Clerk J. H. Cohen, Master's Mate W. S. Forrest, Master's Mate [M. J.] Beebee, Master's Mate R. M. Carter, Boatswain John McCredie, Gunner H. S. Smith.

On the *Selma* were taken about 90 officers and men. Of the officers I have only heard the names of two, viz, Commander Peter U. Murphey, Lieutenant and Executive Officer J. H. Comstock, who was killed.

I will send a detailed dispatch by the first opportunity. Enclosed is a list of killed and wounded on board the *Hartford*.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Detailed reports of casualties.

No. 338.]

FLAGSHIP HARTFORD,

Mobile Bay, August 8, 1864.

SIR: In my dispatch No. 335, written on the evening of the engagement of the 5th instant, the casualties then reported were 41 killed and 88 wounded.

More detailed reports since received make the casualties 52 killed and 170 wounded, viz:

Vessel.	Killed.	Wounded.
Hartford.....	25	28
Brooklyn.....	11	43
Lackawanna.....	4	35
Onelda.....	8	30
Monongahela.....		6
Metacomet.....	1	2
Ossipee.....	1	7
Richmond.....		2
Galena.....		1
Octorara.....	1	10
Kennebec.....	1	6

I forward herewith the report of the surgeons of these vessels, giving the names of the killed and wounded and the character of the wounds.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

[Enclosures.]

Report of killed and wounded, U. S. S. Hartford, August 5, 1864.

KILLED.

- | | |
|---------------------------------------|---|
| 1. Wm. H. Heginbotham, acting ensign. | 13. Wm. E. Andrews, captain afterguard. |
| 2. Chas. Shaeffer, ordinary seaman. | 14. Fredk. Munsell, landsman. |
| 3. Wm. Smith, landsman. | 15. Geo. Walker, landsman. |
| 4. Louis McLane, landsman. | 16. Thos. Wildes, landsman. |
| 5. Benj. Harper, seaman. | 17. Geo. Stillwell, nurse. |
| 6. Jas. B. Osgood, ordinary seaman. | 18. David Morrow, quarter gunner. |
| 7. Adolphus Pulle, seaman. | 19. Peter Duncan, coal heaver. |
| 8. Thos. Bayne, ordinary seaman. | 20. And. E. Smith, coal heaver. |
| 9. John C. Scott, ordinary seaman. | 21. Francis Campbell, second-class fireman. |
| 10. Thos. Stanton, seaman. | 22. Chas. Stevenson, second-class boy. |
| 11. Jas. Alexander, landsman. | 23. David Curtin, landsman. |
| 12. Henry Clark, first-class boy. | |

SEVERELY WOUNDED.

- | | |
|-------------------------------------|---|
| 1. Wilder Verner, landsman. | 11. Chas. Dennis, colored, landsman. |
| 2. M. C. Forbes, captain top. | 12. Aug. Simmons, ordinary seaman. |
| 3. Michael Fahya, landsman. | 13. Wm. Thompson, first, ordinary seaman. |
| 4. Jas. L. Geddis, landsman. | 14. Peter Pitts, colored, landsman. |
| 5. Wm. G. Trask, ordinary seaman. | 15. R. D. Dumphy, coal heaver. |
| 6. Wm. A. Stanley, seaman. | 16. Wm. Doyle, first-class boy. |
| 7. Thos. O'Connell, coal heaver. | 17. Wm. Eldin, seaman. |
| 8. Jas. R. Garrison, coal heaver. | 18. Walter Lloyd, first-class boy. |
| 9. E. E. Johnson, first-class boy. | 19. R. P. Herrick, acting master's mate. |
| 10. Geo. E. Fleke, first-class boy. | 20. Wm. [G.] McEwan, act. third asst. engr. |

SLIGHTLY WOUNDED.

- | | |
|--------------------------------|---|
| 1. L. P. Adams, lieutenant. | 5. Michael English, second-class fireman. |
| 2. Robt. Dixon, boatswain. | 6. Jas. F. Brown, landsman. |
| 3. Wm. A. Donaldson, seaman. | 7. Jas. Anderson, seaman. |
| 4. Geo. A. Wightman, landsman. | 8. Stephen H. Jackson, first-class boy. |

Killed.....	23
Wounded severely and transferred to hospital at Pensacola.....	20
Wounded slightly, remaining on board.....	8
Total.....	51

Respectfully,

P. LANSDALE,
Surgeon.

Captain P. DRAYTON, U. S. NAVY,
Commanding U. S. S. Hartford, Mobile Bay.

U. S. S. BROOKLYN,
In the Bay of Mobile, August 6, 1864.

SIR: In addition to the list of casualties resulting from the action with the rebel forts and fleet yesterday I have to report 13 more to-day, some of which were overlooked in the haste of making out the list and others failed to report themselves. You will observe this addition of 13 to the list of wounded makes a total of 54 instead of 43, the number reported yesterday.

I also submit the name, rate, and remarks in each case.

LIST OF KILLED.

Name.	Rate.	Remarks.
1. Wm. H. Cook.....	Acting master's mate.....	Splinter wound of both thighs and legs. The left hand carried away.
2. Eli Harwood.....	Captain's cook.....	Left shoulder and arm badly lacerated.
3. John Ryan.....	Landsman.....	Left half of head carried away.
4. Chas. B. Seymour.....	Seaman.....	Upper half of head carried away.
5. Thomas Williams.....	do.....	Spine and ribs carried away.
6. Lewis Richards.....	do.....	Back part of chest and head carried away.
7. Michael Murphy.....	Private, marine.....	Right leg and half of the pelvis carried away.
8. William Smith.....	Private, marine.....	Struck by a shot and knocked overboard.
9. Richard Burke.....	Coal heaver.....	Back part of chest carried away. Compound fracture left leg.
10. Anthony Dunn.....	First-class fireman.....	Abdomen and chest opened by shell.
11. James McDermott.....	Landsman.....	Left side of abdomen carried away.

LIST OF WOUNDED.

1. Charles F. Blake.....	Lieutenant.....	Flesh wound of right leg; slight.
2. Douglas Cassel.....	Acting ensign.....	Wound of scalp; slight.
3. Daniel C. Brayton.....	Sailmaker.....	Contusion of right forearm; severe.
4. Abraham L. Stevens.....	Acting master's mate.....	Wound of face.
5. Alexander Mack.....	Captain main top.....	Compound fracture of left hand; severe.
6. Patrick Brierton.....	Landsman.....	Wounds in right arm; severe.
7. Francis Prier.....	Ordinary seaman.....	Compound fracture of rib; wound of scalp; dangerous.
8. Rufus Brittell.....	Landsman.....	Left eye destroyed; severe.
9. Patrick Duggin.....	do.....	Fracture of both eyes; severe.
10. John McPherson.....	Seaman.....	Scalp wound and contusion; severe.
11. John Dunn.....	Coal heaver.....	Left eye destroyed; severe.
12. Charles Steinbeck.....	Ordinary seaman.....	Fracture of skull; severe.
13. Daniel McCarthy.....	Landsman.....	Compound fracture of scapula; slight.
14. Geo. W. Hersey.....	Seaman.....	Flesh wound over hip; severe.
15. Wm. A. Harrison.....	Ordinary seaman.....	Flesh wound in right arm; severe.
16. Thos. Dennison.....	Landsman.....	Wound over left eye; severe.
17. Frank Hanson.....	Seaman.....	Contusion of both eyes; severe.
18. Alvin A. Carter.....	Ordinary seaman.....	Fracture of right thigh; severe.
19. George R. Leland.....	Private, marine.....	Bolt driven in left thigh; severe.
20. Wm. McCaffrey.....	Seaman.....	Wound over right eye; slight.
21. John Bryant.....	Armorer's mate.....	Scalp wound; slight.
22. Roland M. Clark.....	Ordinary seaman.....	Flesh wound, left forearm; slight.
23. William Brown.....	Landsman.....	Splinter wound thigh and shoulder; slight.
24. Patrick McGowan.....	Coal heaver.....	Wound left elbow; severe.
25. Charles Miner.....	Landsman.....	Contusion of shoulder; slight.

LIST OF WOUNDED—Continued.

Name.	Rate.	Remarks.
26. Lewis Haresk.....	Ordinary seaman.....	Contusion of right arm and chest; slight.
27. Alexander Legget.....	Landsman.....	Abrasion; slight.
28. Frank Bennet.....	First-class boy.....	Contusion; slight.
29. Bernard Brown.....	Ordinary seaman.....	Scalp wound; slight.
30. William Robinson.....	Captain foretop.....	Contusion; slight.
31. James Machon.....	First-class boy.....	Splinter wound and contusion; severe.
32. John Thompson.....	Ordinary seaman.....	Contusion; slight.
33. Wm. H. Brown.....	Landsman.....	Contusion and abrasion; slight.
34. Barclay Redington.....	Coal heaver.....	Scalp wound; slight.
35. John K. Housel.....	do.....	Contusion and abrasion; slight.
36. Wm. McCarron.....	Landsman.....	Contusion of left eye; severe.
37. William Frick.....	Ordinary seaman.....	Abrasion of side and thigh; slight.
38. John Maxwell.....	Coal heaver.....	Scalp wounds; slight.
39. James Sterling.....	do.....	Contusion of side; slight.
40. John McKennon.....	Ordinary seaman.....	Contusion; slight.
41. Benj. K. Taylor.....	Landsman.....	Do.
42. Isaac B. Larett.....	Seaman.....	Do.
43. James Shea.....	Quarter gunner.....	Do.

Killed.....	11
Wounded.....	43
Total.....	54

Very respectfully, your obedient servant,

GEO. MAULSBY,
Surgeon.

Captain J. ALDEN,
Commanding U. S. S. Brooklyn.

U. S. STEAM SLOOP LACKAWANNA,
Mobile Bay, August 5, 1864.

SIR: I have the honor to report the following list of casualties which occurred in the action of this day while passing the forts and occupying Mobile Bay:

KILLED.

Name.	Rate.	Remarks.
1. James Williams.....	Master at arms.....	
2. John Troy.....	Captain forecastle.....	
3. Charles Anderson.....	Ordinary seaman.....	
4. Richard Ashley (colored).....	Boy.....	

WOUNDED.

1. Stephen A. McCarty.....	Lieutenant.....	Splinter wound of ankle; slight.
2. Clarence Rathbone.....	Ensign.....	Splinter wound of knee; slight.
3. Chas. Hayden.....	Yeoman.....	Fracture of right leg; serious.
4. Jno. Burns.....	Seaman.....	Splinter wound of arm and back; severe.
5. Jas. Ward.....	Quarter gunner.....	Splinter wound of back; slight.
6. Fred. Stewart.....	Officers' cook.....	Shell wound of head; severe.
7. Edw. Harris.....	Seaman.....	Splinter wound of head; slight.
8. John Bengsten.....	do.....	Splinter wound of wrist; slight.
9. Anton Lewis.....	do.....	Splinter wound of knee; slight.
10. Adam McCulloch.....	do.....	Splinter wound of leg; slight.
11. S. H. Eldridge.....	Quartermaster.....	Splinter wound of face.
12. Jno. Edwards.....	Seaman.....	Splinter wound of face and arm; severe.
13. John Lear.....	Ordinary seaman.....	Splinter wound of shoulder and hand.
14. Francis Burns.....	do.....	Splinter wound of back.
15. R. O. Scaver.....	do.....	Splinter wound of both legs; slight.
16. Dennis Mullen.....	Landsman.....	Splinter wound of back; slight.
17. Jas. D. Atkinson.....	do.....	Splinter wound of arm; slight.
18. John Maline.....	do.....	Fracture of clavicle.
19. John Acker.....	do.....	Splinter wound of back; slight.
20. Jesse Sweet.....	do.....	Splinter wound of thigh, severe.
21. John Gallagher.....	do.....	Splinter wound of leg; slight.

WOUNDED—Continued.

Name.	Rank.	Remarks.
22. Louis Copat.....	Landsman.....	Splinter wound of face and limbs; severe.
23. Thos. Fletcher.....	do.....	Shell wound of face with concussion; severe.
24. Alex. Finney.....	do.....	Shell wound of head, back, and leg; serious.
25. James McCauley.....	do.....	Left thigh torn off; mortal.
26. Sylvas M. Stevens.....	do.....	Splinter wound of head; severe.
27. Richard McKay.....	Boy.....	Splinter wound of arm; slight.
28. Geo. Taylor.....	Armorer.....	Shell wound of forehead; slight.
29. Pat Minissey.....	First-class fireman.....	Splinter wound of ankle; slight.
30. Isaac Hewson (colored).....	Coal heaver.....	Splinter wound of leg; slight.
31. Jacob Maygett (colored).....	do.....	Do.
32. Andrew Achem.....	Second-class fireman.....	Shell wound of face; slight.
33. James Keefe.....	Marine.....	Splinter wound of thigh; severe.
34. Fred. Hynes.....	do.....	Shell wound of head; serious.
35. B. F. Pratt.....	Private, Signal Corps, U. S. Army.	Fracture of left forearm.

Very respectfully, your obedient servant,

T. W. LEACH,
Surgeon, U. S. Navy.

Captain J. B. MARCHAND,
Commanding U. S. S. Lackawanna.

U. S. S. ONEIDA,
Mobile Bay, August 5, 1864.

SIR: I have to report the following casualties which occurred to-day on board this vessel while passing Fort Morgan and during an engagement with the fleet of the enemy:

KILLED.

Name.	Rate.	Remarks.
1. Frank Levay.....	Ordinary seaman.....	
2. Thomas Gibson.....	Marine.....	
3. Albert Phillips.....	Captain forecastle.....	
4. John C. Jensen.....	Seaman.....	Scalded.
5. James Agan.....	First-class fireman.....	
6. Emmanuel Boyakin.....	Cabin steward.....	
7. Robert Lenox.....	Landsman.....	
8. Patrick Dorris.....	do.....	Missing (killed or drowned).

WOUNDED SEVERELY.

1. J. R. M. Mullany.....	Commander.....	Left fore arm amputated.
2. R. H. Fitch.....	First assistant engineer.....	Scalded.
3. Oliver Crommelin.....	Surgeon's steward.....	Do.
4. John Peacock.....	First-class fireman.....	Do.
5. William Mitchell.....	Landsman.....	Do.
6. John Nelson.....	do.....	Do.
7. William Ager.....	Coal heaver.....	Do.
8. William Bartis.....	First-class fireman.....	Do.
9. Samuel Vanavery.....	Coal heaver.....	Do.
10. William Newland.....	Ordinary seaman.....	Flesh wound.
11. John Preston.....	Landsman.....	Eyes.
12. Charles Matthews.....	do.....	

WOUNDED SLIGHTLY.

1. William H. Hunt.....	Chief engineer.....	Scalded.
2. George A. Ebbets.....	Captain's clerk.....	Contusion, etc.
3. William P. Treadwell.....	Pay clerk.....	Scalded.
4. Peter McHelvy.....	Second-class fireman.....	Do.
5. Stephen Dolan.....	First-class fireman.....	Do.

WOUNDED SLIGHTLY—Continued.

Name	Rate.	Remarks.
6. John Boyle.....	Coal heaver.....	Eyes.
7. Moses Jones.....	do.....	Do.
8. John Ralton.....	Landsman.....	Do.
9. Edward Thomas.....	Ordinary seaman.....	Do.
10. James Sheridan.....	Quartermaster.....	Contusion, etc.
11. John E. Jones.....	do.....	Do.
12. Henry Binney.....	do.....	Do.
13. Francis Browne.....	Quartergunner.....	Do.
14. Christian Christenleke.....	Landsman.....	Do.
15. Roger Sherman.....	do.....	
16. John Johnson.....	Ordinary Seaman.....	
17. David Johnston.....	Corporal marine.....	
18. John Kilroy.....	Private marine.....	
Killed.....		8
Wounded severely.....		12
Wounded slightly.....		18

Very respectfully,

JOHN Y. TAYLOR,
Surgeon.

Lieutenant C. L. HUNTINGTON, U. S. Navy,
Commanding U. S. S. Oneida.

U. S. S. MONONGAHELA,
Mobile Bay, August 5, 1864.

SIR: The following are the casualties on board this ship, resulting from the action to-day with Forts Morgan and Gaines and the rebel rams:

Name.	Rate.	Remarks.
Roderick Prentiss.....	Lieutenant.....	Both legs badly injured by splinters; left one amputated.
Michael Smith.....	Boy.....	Severe lacerated wound of scalp by splinters.
William Feeney.....	Private marine.....	Contusion of back and left arm; slight.
Holbert Lane.....	Surgeon's steward.....	Wound of scalp, splinters; slight.
James Johnston.....	Landsman.....	Wound of head, splinters; not dangerous
Richard Condon.....	Landsman.....	Wound of back, splinters; slight.

I am, very respectfully your obedient servant,

DAVID KINDLEBERGER,
Surgeon, U. S. Navy.

Commander JAMES H. STRONG, U. S. Navy,
Commanding U. S. S. Monongahela.

U. S. S. METACOMET,
Mobile Bay, August 8, 1864.

SIR: I have to report that on the morning of the 5th instant, during the engagement, while passing the forts and engaging the gunboats, the following casualties occurred:

Name.	Rate.	Remarks.
John Stewart.....	Landsman.....	Killed.
Julian J. Butler.....	Ordinary seaman.....	Shell wound.
Oliver D. Wolfe.....	Yeoman.....	Slightly wounded.

I am, sir, very respectfully, your obedient servant,

E. D. PAYNE,
Assistant Surgeon.

Lieutenant-Commander JAS. E. JOUETT,
Commanding.

U. S. S. OSSIPEE,
Mobile Bay, August 5, 1864.

SIR: I have the honor to report the following casualties on board this ship during the engagement of this day with the enemy's batteries on shore and afloat:

Name.	Rate.	Seat of wound.	Remarks.
Louis Lord.....	Landsman.....	Nape of neck.....	Dangerous; since died of wounds.
Owen Maines.....	Seaman.....	Forearm broken; shoulder joint, head, and hip contused.	Killed.
John Harris.....	Quartermaster.....	Gunshot wound lower jaw..	Serious.
Thomas Rogers.....	Landsman.....	Contusion right leg.....	Slight.
Henry Johnson.....	Ordinary seaman.....	Splinter wound.....	Do.
James Sweeney.....	Seaman.....	.....do.....	Do.
George Rowe.....	Second-class fireman.....	.....do.....	Do.
Sam Hazard.....	Landsman.....	.....do.....	Do.

Total, 1 killed, 7 wounded.

Very respectfully, your obedient servant,

B. F. GIBBS,
Surgeon U. S. S. Sloop Ossipee.

Commander W. E. LEROY,
Commanding U. S. S. Ossipee, Mobile Bay.

U. S. S. GALENA, August 5, 1864.

SIR: I would most respectfully report the following casualty on board this vessel while passing Fort Morgan:

Wounded, James McCafferty, coal heaver, scalp wound, with concussion of the brain.

Very respectfully,

GEO. P. WRIGHT,
Acting Assistant Surgeon, U. S. Navy.

Lieutenant-Commander C. H. WELLS, U. S. Navy,
Commanding U. S. S. Galena.

U. S. S. OCTORARA,
Mobile Bay, Ala., August 5, 1864.

SIR: I have to report the following as a list of casualties occurring this morning while passing Forts Morgan and Gaines, viz:

KILLED.

Name.	Rate.	Remarks.
W. H. Davis.....	Seaman.....	By splinter.

WOUNDED.

C. H. Greene.....	Lieutenant-commander.....	Contusion of leg; splinters, slight.
Maurice [W.] McIntee.....	Ensign.....	Contusion of thigh; splinters, slight.
Henry R. Billings.....	Master.....	Contusion of face; splinters slight.
James McIntosh.....	Coxswain.....	Incised wound of scalp; not severe.
John Govard.....	Seaman.....	Lacerated wound of forehead; quite severe.
Chas. Howard.....	Seaman.....	Contusion of sacrum; slight.
Wm. H. Nice.....	Boatswain's mate.....	Severe contusion of right eye.
Andrew Crough.....	Quartermaster.....	Contusion of scalp; slight.
George Smith.....	Ship's corporal.....	Wound of upper third left arm; quite severe.
John Robertson.....	Quartermaster.....	Contusion of left foot; slight.

Killed 1, wounded 10.

I am, sir, very respectfully, your obedient servant,

EDWARD R. DODGE,
Assistant Surgeon.

Lieutenant-Commander C. H. GREENE,
Commanding U. S. S. Octorara.

U. S. S. KENNEBEC,
Mobile Bay, August 6, 1864.

SIR: I respectfully report the following casualties in action yesterday morning while passing Fort Morgan, viz:

Daniel Godfrey, coal heaver; mortally wounded in abdomen by fragment of shell from the rebel ironclad ram *Tennessee*, and has since died.

Acting Ensign H. E. Tinkham; serious gunshot wounds and contusions of left arm, side, thigh, and leg, by fragments of shell from the rebel ram *Tennessee*; no fracture.

Peter R. Post, landsman, gunshot wound and fracture of right cheek bone; serious.

Charles Sanders, master at arms, slight contusion of lips.

J. D. Ireson, captain of hold; Isaac Fisher (colored), first-class boy, and several others, very slight contusions by fragments of shell from the *Tennessee* and splinters caused by it, and Kimball Prince, landsman, contusion of right shoulder, slight, by a splinter caused by a solid shot from the fort.

Very respectfully,

GEO. W. HATCH,
Acting Assistant Surgeon, U. S. Navy.

Lieutenant-Commander W. P. McCANN, U. S. Navy.

Report of Rear-Admiral Farragut, U. S. Navy, regarding the evacuation of Fort Powell by the enemy.

No. 336.]

FLAGSHIP HARTFORD,
Mobile Bay, August 8, 1864.

SIR: I have the honor to inform the Department that Fort Powell was evacuated on the night of the 5th instant. The rebels blew up much of the fort, but we took all of the guns, and those of the best quality, a list of which will be forwarded. We took some covered barges, also, from Fort Powell and Cedar Point, which do us good service as a workshop.

The fleet engineer and fleet paymaster came in in the *Stockdale*, with iron, etc., for the repairs of our vessels.

On the morning of the 6th the *Chickasaw* went down and shelled Fort Gaines, and on the morning of the 7th I received a communication from Colonel Anderson, commanding the fort, offering to surrender to the fleet, asking the best conditions. I immediately sent for General Granger, and in the evening had Colonel Anderson and Major Browne on board, and the agreement was signed by all parties. At 7 a. m., August 8, Fleet Captain Drayton, on the part of the Navy, and Colonel Myer, on the part of the Army, proceeded to the fort to carry out the stipulations of the agreement, and at 9:45 the fort surrendered and stars and stripes were hoisted on the staff amid the cheers of the fleet.

Enclosed herewith are copies of the letter of Colonel Anderson and the reply* of General Granger and myself, marked Nos. 1 and 2, respectively.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

[Enclosures.]

HEADQUARTERS,
Fort Gaines, August 7, 1864.

Feeling my inability to maintain my present position longer than you may see fit to open upon me with your fleet, and feeling also the uselessness of entailing upon ourselves further destruction of life, I have the honor to propose the surrender of Fort Gaines, its garrison, stores, etc. I trust to your magnanimity for obtaining honorable terms, which I respectfully request that you will transmit to me and allow me sufficient time to consider them and return an answer.

This communication will be handed you by Major W. R. Browne.

I am, sir, very respectfully, your obedient servant,

C. D. ANDERSON,
Colonel, Commanding.

Admiral FARRAGUT,
Commanding Naval Forces off Dauphin Island:

* The retained copy of this reply in Farragut's papers is substituted for the enclosure sent to the Department. The enclosure transmitted did not include the agreement signed by Colonel Anderson.—COMPILER.

U. S. FLAGSHIP HARTFORD,
Mobile Bay, August 7, 1864.

SIR: In accordance with the proposal made in your letter of this morning for the surrender of Fort Gaines, I have to say that after communicating with General Granger, in command of our forces on Dauphin Island, the only offers we can make are:

First. The unconditional surrender of yourself and the garrison of Fort Gaines, with all of the public property within its limits.

Second. The treatment which is in conformity with the custom of the most civilized nations toward prisoners of war.

Third. Private property, with the exception of arms, will be respected.

This communication will be handed to you by Fleet Captain P. Drayton and Colonel Myer, of the U. S. Army, who fully understand the views of General Granger and myself.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

G. GRANGER,
Major-General, U. S. Army.

Colonel C. D. ANDERSON,
Fort Gaines.

The above condition and terms of surrender are agreed to by the undersigned, and the ceremony of turning over the prisoners of war, Fort Gaines, and all public property appertaining thereto intact, and in the same condition it is now in, will take place at 8 o'clock a. m., to-morrow, August the 8th.

C. D. ANDERSON,
Colonel, Twenty-first Alabama Regiment, Comdg. Fort Gaines.

Witnesses:

P. DRAYTON,
Fleet Captain.

ALBERT J. MYER,
Colonel, Signal Officer, Army.

Detailed report of Rear-Admiral Farragut, U. S. Navy, with enclosures.

No. 343.]

U. S. FLAGSHIP HARTFORD,
Mobile Bay, August 12, 1864.

SIR: I had the honor to forward to the Department on the evening of the 5th instant a report of my entrée into Mobile Bay on the morning of that day, and which, though brief, contained all the principal facts of the attack.

Notwithstanding the loss of life, particularly on this ship, and the terrible disaster to the *Tecumseh*, the result of the fight was a glorious victory; and I have reason to feel proud of the officers, seamen, and marines of the squadron under my command, for it has never fallen to the lot of an officer to be thus situated and thus sustained. Regular discipline will bring men to any amount of endurance, but there is a natural fear of hidden dangers, particularly when so awfully destructive of human life as the torpedo, which requires more than discipline to overcome.

Preliminary to a report of the action of the 5th, I desire to call the attention of the Department to the previous steps take in consultation with Generals Canby and Granger. On the 8th of July I had an interview with these officers on board the *Hartford* on the subject of an attack upon Forts Morgan and Gaines, at which it was agreed that General Canby would send all the troops he could spare to cooperate with the fleet. Circumstances soon obliged General Canby to inform me that he could not dispatch a sufficient number to invest both forts, and in reply I suggested that Gaines should be the first invested, engaging to have a force in the [Mississippi] Sound ready to protect the landing of the army on Dauphin Island, in the rear of that fort, and I assigned Lieutenant-Commander de Krafft, of the *Conemaugh*, to that duty.

On the 1st instant, General Granger visited me again on the *Hartford*. In the meantime the *Tecumseh* had arrived at Pensacola, and Captain Craven had informed me that he would be ready in four days for any service. We therefore fixed upon the 4th of August as the day for landing of the troops and my entrance into the bay, but owing to delays mentioned in Captain Jenkins communication to me, the *Tecumseh* was not ready. General Granger, however, to my mortification, was up to time and the troops actually landed on Dauphin Island.

As subsequent events proved the delay turned to our advantage, as the rebels were busily engaged during the 4th in throwing troops and supplies into Fort Gaines, all of which were captured a few days afterwards.

The *Tecumseh* arrived on the evening of the 4th, and everything being propitious, I proceeded to the attack on the following morning.

As mentioned in my previous dispatch, the vessels outside the bar, which were designed to participate in the engagement, were all underway by 5:40 in the morning, in the following order, two abreast and lashed together (diagram enclosed, marked "A"):

Brooklyn, Captain James Alden, with the *Octorara*, Lieutenant-Commander C. H. Greene, on the port side.

Hartford, Captain Percival Drayton, with the *Metacomet*, Lieutenant-Commander J. E. Jouett.

Richmond, Captain T. A. Jenkins, with the *Port Royal*, Lieutenant-Commander B. Gherardi.

Lackawanna, Captain J. B. Marchand, with the *Seminole*, Commander E. Donaldson.

Monongahela, Commander J. H. Strong, with the *Kennebec*, Lieutenant-Commander W. P. McCann.

Ossipee, Commander W. E. Le Roy, with the *Itasca*, Lieutenant-Commander George Brown.

Oneida, Commander J. R. M. Mullany, with the *Galena*, Lieutenant-Commander C. H. Wells.

The ironclads *Tecumseh*, Commander T. A. M. Craven; the *Manhattan*, Commander J. W. A. Nicholson; the *Winnebago*, Commander T. H. Stevens; and the *Chickasaw*, Lieutenant-Commander G. H. Perkins, were already inside the bar, and had been ordered to take up their positions on the starboard side of the wooden ships, or between them and Fort Morgan for the double purpose of keeping down the fire from the water battery and the parapet guns of the fort, as well as to attack the ram *Tennessee* as soon as the fort was passed.

It was only at the urgent request of the captains and commanding officers that I yielded to the *Brooklyn* being the leading ship of the line, as she had four chase guns and an ingenious arrangement for picking up torpedoes, and because, in their judgment, the flagship ought not to be too much exposed. This I believe to be an error, for apart from the fact that exposure is one of the penalties of rank in the Navy, it will always be the aim of the enemy to destroy the flagship, and, as will appear in the sequel, such attempt was very persistently made, but Providence did not permit it to be successful.

The attacking fleet steamed steadily up the Main Ship Channel, the *Tecumseh* firing the first shot at 6:47. At 7:6 the fort opened upon us and was replied to by a gun from the *Brooklyn*, and immediately after the action became general.

It was soon apparent that there was some difficulty ahead. The *Brooklyn*, for some cause which I did not then clearly understand, but which has since been explained by Captain Alden in his report, arrested the advance of the whole fleet, while at the same time the guns of the fort were playing with great effect upon that vessel and the *Hartford*. A moment after I saw the *Tecumseh*, struck by a torpedo, disappear almost instantaneously beneath the waves, carrying with her her gallant commander and nearly all her crew. I determined at once, as I had originally intended, to take the lead, and after ordering the *Metacomet* to send a boat to save, if possible, any of the perishing crew, I dashed ahead with the *Hartford*, and the ships followed on, their officers believing that they were going to a noble death with their commander in chief.

I steamed through between the buoys where the torpedoes were supposed to have been sunk. These buoys had been previously examined by my flag-lieutenant, J. Crittenden Watson, in several nightly reconnoissances. Though he had not been able to discover the sunken torpedoes, yet we had been assured by refugees, deserters, and others of their existence, but believing that from their having been some time in the water, they were probably innocuous, I determined to take the chance of their explosion.

From the moment I turned to the northwestward to clear the Middle Ground we were enabled to keep such a broadside fire upon the batteries at Fort Morgan that their guns did us comparatively little injury.

Just after we passed the fort, which was about ten minutes before 8 o'clock, the ram *Tennessee* dashed out at this ship, as had been expected, and in anticipation of which I had ordered the monitors on our starboard side. I took no further notice of her than to return her fire.

The rebel gunboats *Morgan*, *Gaines*, and *Selma* were ahead, and the latter particularly annoyed us with a raking fire, which our guns could not return. At two minutes after 8 o'clock I ordered the *Metacomet* to cast off and go in pursuit of the *Selma*. Captain Jouett was after her in a moment, and in an hour's time he had her as a prize. She was commanded by P. U. Murphey, formerly of the U. S. Navy. He was wounded in the wrist; his executive officer, Lieutenant Comstock, and 8 of the crew, killed, and 7 or 8 wounded. Lieutenant-Commander Jouett's conduct during the whole affair commands my warmest commendations. The *Morgan* and *Gaines* succeeded in escaping under the protection of the guns of Fort Morgan, which

would have been prevented had the other gunboats been as prompt in their movements as the *Metacomet*. The want of pilots, however, I believe was the principal difficulty. The *Gaines* was so injured by our fire that she had to be run ashore, where she was subsequently destroyed, but the *Morgan* escaped to Mobile during the night, though she was chased and fired upon by our cruisers.

Having passed the forts and dispersed the enemy's gunboats, I had ordered most of the vessels to anchor, when I perceived the ram *Tennessee* standing up for this ship. This was at 8:45. I was not long in comprehending his intention to be the destruction of the flagship. The monitors and such of the wooden vessels as I thought best adapted for the purpose were immediately ordered to attack the ram, not only with their guns, but bows on at full speed, and then began one of the fiercest naval combats on record.

The *Monongahela*, Commander Strong, was the first vessel that struck her, and in doing so carried away his own iron prow, together with the cutwater, without apparently doing her adversary much injury. The *Lackawanna*, Captain Marchand, was the next vessel to strike her, which she did at full speed, but though her stem was cut and crushed to the plank ends for the distance of 3 feet above the water's edge to 5 feet below, the only perceptible effect on the ram was to give her a heavy list.

The *Hartford* was the third vessel which struck her, but as the *Tennessee* quickly shifted her helm, the blow was a glancing one, and as she rasped along our side we poured our whole port broadside of IX-inch solid shot within 10 feet of her casemate.

The monitors worked slowly, but delivered their fire as opportunity offered. The *Chickasaw* succeeded in getting under her stern, and a 15-inch shot from the *Manhattan* broke through her iron plating and heavy wooden backing, though the missile itself did not enter the vessel.

Immediately after the collision with the flagship I directed Captain Drayton to bear down for the ram again. He was doing so at full speed, when unfortunately the *Lackawanna* ran into the *Hartford*, just forward of the mizzenmast, cutting her down to within 2 feet of the water's edge. We soon got clear again, however, and were fast approaching our adversary when she struck her colors and ran up the white flag.

She was at this time sore beset. The *Chickasaw* was pounding away at her stern, the *Ossipee* was approaching her at full speed, and the *Monongahela*, *Lackawanna*, and this ship were bearing down upon her, determined upon her destruction. Her smokestack had been shot away, her steering chains were gone, compelling a resort to her relieving tackles, and several of her port shutters were jammed. Indeed, from the time the *Hartford* struck her until her surrender she never fired a gun. As the *Ossipee*, Commander Le Roy, was about to strike her she hoisted the white flag, and that vessel immediately stopped her engine, though not in time to avoid a glancing blow.

During this contest with the rebel gunboats and the ram *Tennessee*, and which terminated by her surrender at 10 o'clock, we lost many more men than from the fire of the batteries of Fort Morgan.

Admiral Buchanan was wounded in the leg, 2 or 3 of his men were killed, and 5 or 6 wounded. Commander Johnston, formerly of the U. S. Navy, was in command of the *Tennessee*, and came on board the flagship to surrender his sword and that of Admiral Buchanan.

The surgeon, Dr. Conrad, came with him, stated the condition of the admiral, and wished to know what was to be done with him. Fleet-Surgeon Palmer, who was on board the *Hartford* during the action, commiserating the sufferings of the wounded, suggested that those of both sides be sent to Pensacola, where they could be properly cared for. I therefore addressed a note to Brigadier-General R. L. Page, commanding Fort Morgan, informing him that Admiral Buchanan and others of the *Tennessee* had been wounded, and desiring to know whether he would permit one of our vessels under a flag of truce to convey them, with or without our own wounded, to Pensacola, on the understanding that the vessel should take out none but the wounded and bring nothing back that she did not take out. This was acceded to by General Page, and the *Metacomet* proceeded on this mission of humanity.

I enclose herewith the correspondence with that officer (marked 1, 2, 3, and 4). I forward also the reports* (marked Nos. 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, and 21) of the commanding officers of the vessels who participated in the action, and who will no doubt call attention to the conduct of such individuals as most distinguished themselves.

As I had an elevated position in the main rigging, near the top, I was able to overlook not only the deck of the *Hartford*, but the other vessels of the fleet. I witnessed the terrible effects of the enemy's shot and the good conduct of the men at their guns, and although no doubt their hearts sickened, as mine did, when their shipmates were struck down beside them, yet there was not a moment's hesitation to lay their comrades aside and spring again to their deadly work.

Our little consort, the *Metacomet*, was also under my immediate eye during the whole action up to the moment I ordered her to cast off in pursuit of the *Selma*. The coolness and promptness of Lieutenant-Commander Jouett throughout merit high praise; his whole conduct was worthy of his reputation.

In this connection I must not omit to call the attention of the Department to the conduct of Acting Ensign Henry C. Niels, of the *Metacomet*, who had charge of the boat sent from that vessel when the *Tecumseh* sunk. He took her in under one of the most galling fires I ever saw, and succeeded in rescuing from death ten of her crew within 600 yards from the fort. I would respectfully recommend his advancement.

The commanding officers of all the vessels who took part in the action deserve my warmest commendations, not only for the untiring zeal with which they had prepared their ships for the contest, but for their skill and daring in carrying out my orders during the engagement. With the exception of the momentary arrest of the fleet when the *Hartford* passed ahead, and to which I have already adverted, the order of battle was preserved, and the ships followed each other in close order past the batteries of Fort Morgan, and in comparative safety, too, with the exception of the *Oneida*. Her boilers were penetrated by a shot from the fort, which completely disabled her; but her consort, the *Galena*, firmly fastened to her side, brought her safely through, showing clearly the wisdom of the precaution of carrying the vessels in two abreast. Commander Mullany, who had solicited eagerly to take part in the action, was severely wounded, losing his left arm.

* These enclosures are placed with other reports relating to the same vessel.—COMPILER.

In the encounter with the ram the commanding officers obeyed with alacrity the order to run her down, and without hesitation exposed their ships to destruction to destroy the enemy.

Our ironclads, from their slow speed and bad steering, had some difficulty in getting into and maintaining their position in line as we passed the fort, and in the subsequent encounter with the *Tennessee* from the same causes, were not as effective as could have been desired, but I can not give too much praise to Lieutenant-Commander Perkins, who, though he had orders from the Department to return North, volunteered to take command of the *Chickosaw*, and did his duty nobly.

The *Winnebago* was commanded by Commander T. H. Stevens, who volunteered for that position. His vessel steers very badly, and neither of his turrets will work, which compelled him to turn his vessel every time to get a shot, so that he could not fire very often, but he did the best under the circumstances.

The *Manhattan* appeared to work well, though she moved slowly. Commander Nicholson delivered his fire deliberately, and, as before stated, with one of his XV-inch shot broke through the armor of the *Tennessee* with its wooden backing, though the shot itself did not enter the vessel. No other shot broke through her armor, though many of her plates were started and several of her port shutters jammed by the fire from the different ships.

The *Hartford*, my flagship, was commanded by Captain Percival Drayton, who exhibited throughout that coolness and ability for which he has been long known to his brother officers. But I must speak of that officer in a double capacity. He is the fleet captain of my squadron, and one of more determined energy, untiring devotion to duty, and zeal for the service, tempered by great calmness, I do not think adorns any Navy. I desire to call your attention to this officer, though well aware that in thus speaking of his high qualities I am only communicating officially to the Department that which it knew full well before. To him and to my staff, in their respective positions, I am indebted for the detail of my fleet.

Lieutenant J. Crittenden Watson, my flag-lieutenant, has been brought to your notice in former dispatches. During the action he was on the poop, attending to the signals, and performed his duties, as might be expected, thoroughly. He is a scion worthy the noble stock he sprang from, and I commend him to your attention.

My secretary, Mr. McKinley, and Acting Ensign H. H. Brownell, were also on the poop, the latter taking notes of the action, a duty which he performed with coolness and accuracy.

Two other acting ensigns of my staff, Mr. Bogart and Mr. Heginbotham, were on duty in the powder division, and, as the reports will show, exhibited zeal and ability. The latter, I regret to add, was severely wounded by a raking shot from the *Tennessee*, when we collided with that vessel, and died a few hours after. Mr. Heginbotham was a young married man, and has left a widow and one child, whom I commend to the kindness of the Department.

Lieutenant A. R. Yates, of the *Augusta*, acted as an additional aid to me on board the *Hartford*, and was very efficient in the transmission of orders. I have given him the command temporarily of the captured steamer *Selma*.

The last of my staff, and to whom I would call the notice of the Department, is not the least in importance. I mean Pilot Martin Freeman. He has been my great reliance in all difficulties in his line

of duty. During the action he was in the maintop, piloting the ships into the bay. He was cool and brave throughout, never losing his self-possession. This man was captured early in the war in a fine fishing smack which he owned, and though he protested that he had no interest in the war and only asked for the privilege of fishing for the fleet, yet his services were too valuable to the captors as a pilot not to be secured. He was appointed a first-class pilot and has served us with zeal and fidelity, and has lost his vessel, which went to pieces on Ship Island. I commend him to the Department.

It gives me pleasure to refer to several officers who volunteered to take any situation where they might be useful, some of whom were on their way North, either by orders of the Department or condemned by medical survey. The reports of the different commanders will show how they conducted themselves.

I have already mentioned Lieutenant-Commander Perkins, of the *Chickasaw*, and Lieutenant Yates, of the *Augusta*. Acting Volunteer Lieutenant William Hamilton, late commanding officer of the *Augusta Dinsmore*, had been invalidated by medical survey, but he eagerly offered his services on board the ironclad *Chickasaw*, having had much experience in our monitors. Acting Volunteer Lieutenant P. Giraud, another experienced officer in ironclads, asked to go in on one of these vessels, but as they were all well supplied with officers, I permitted him to go in on the *Ossipee* under Commander Le Roy. After the action he was given temporary charge of the ram *Tennessee*.

Before closing this report there is one other officer of my squadron of whom I feel bound to speak, Captain T. A. Jenkins, of the *Richmond*, who was formerly my chief of staff, not because of his having held that position, but because he never forgets to do his duty to the Government and takes now the same interest in the fleet as when he stood in that relation to me. He is also the commanding officer of the second division of my squadron and as such has shown ability and the most untiring zeal. He carries out the spirit of one of Lord Collingwood's best sayings, "not to be afraid of doing too much; those who are, seldom do as much as they ought." When in Pensacola he spent days on the bar placing the buoys in the best positions, was always looking after the interests of the service, and keeping the vessels from being detained one moment longer in port than was necessary. The gallant Craven told me only the night before the action in which he lost his life, "I regret, admiral, that I have detained you, but had it not been for Captain Jenkins, God knows when I should have been here; when your order came I had not received an ounce of coal."

I feel that I should not be doing my duty did I not call the attention of the Department to an officer who has performed all his various duties with so much zeal and fidelity.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Commanding West Gulf Blockading Squadron.

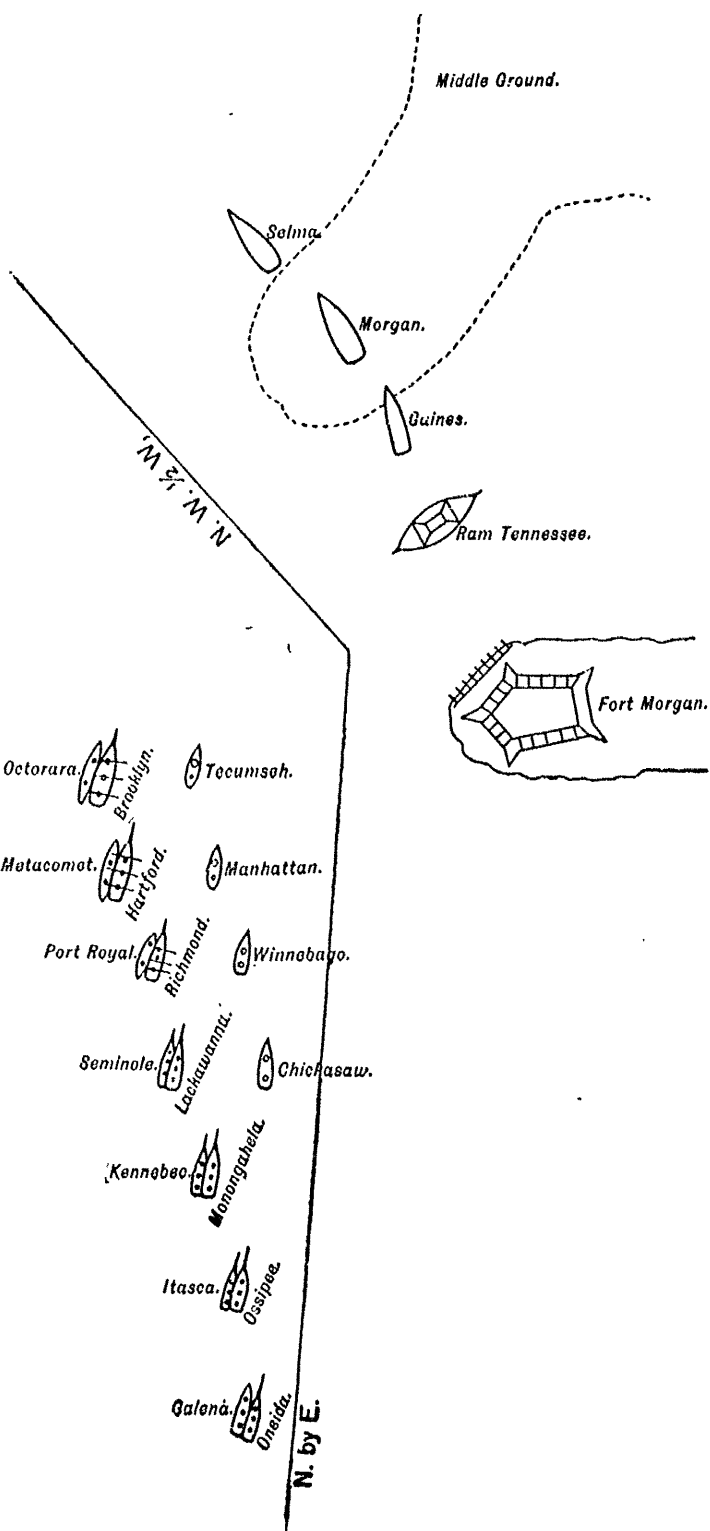
I enclose herewith my General Orders,* No. 10 and No. 11 (marked 22 and 23), issued before the action, and General Orders, Nos. 12 and 13 (marked 24 and 25), issued after the engagement.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

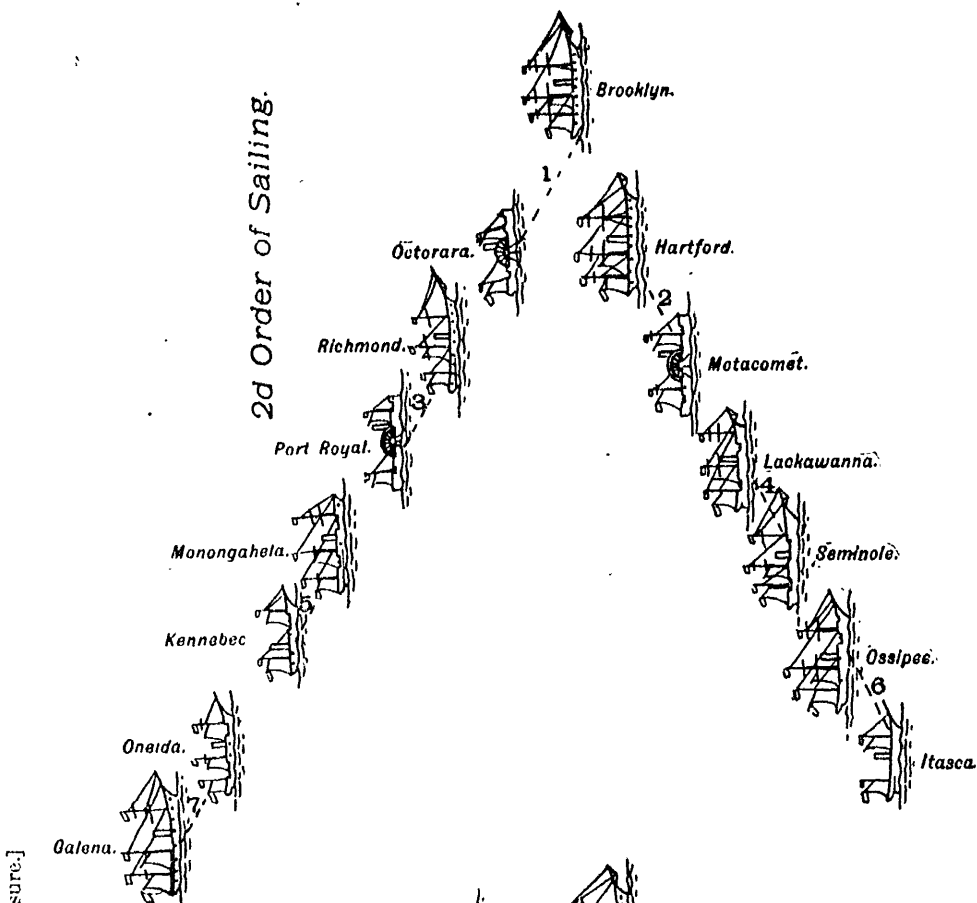
* See pp. 397, 398, 438, 439.

WEST GULF BLOCKADING SQUADRON.

[Enclosure—Diagram A.]

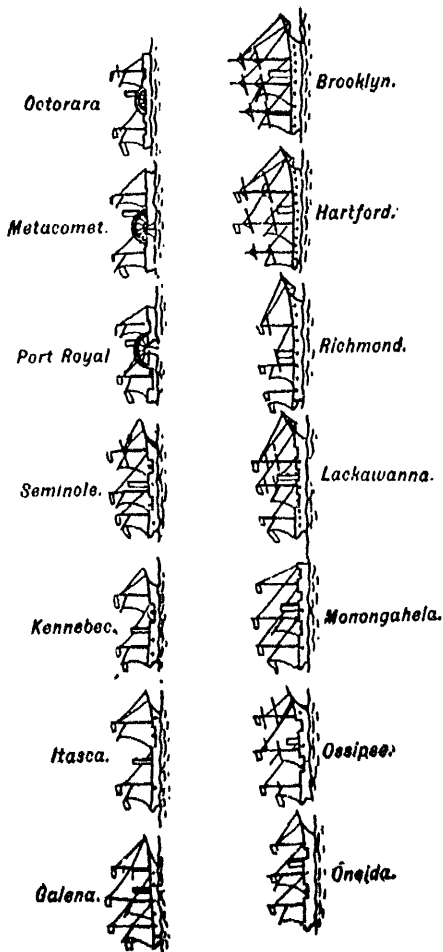


2d Order of Sailing.



[Enclosure.]

3d Order of Sailing.



[Enclosures.]

FLAGSHIP HARTFORD, *August 5, 1864.*

SIR: Admiral Buchanan is severely wounded, having lost his leg. There are in addition four or five others of the crew of the *Tennessee* who require more comfortable quarters than we can give them in the fleet. Will the commanding officer at Fort Morgan permit a vessel to take them to our hospital at Pensacola with or without our own wounded, the understanding being that the flag-of-truce vessel takes nothing whatever but the wounded and brings nothing back that she did not take out, and my honor is given for the above terms.

Very respectfully,

D. G. FARRAGUT,

Rear-Admiral, Commanding West Gulf Blockading Squadron.

Brigadier-General R. L. PAGE,

Commanding at Fort Morgan.

HEADQUARTERS THIRD BRIGADE, D. G.,
Fort Morgan, Ala., August 5, 1864.

SIR: Your communication of this date is received. I am much obliged for the information regarding Admiral Buchanan.

Your request relative to the wounded of the *Tennessee* and also those of your own command being taken to Pensacola will be permitted under flag of truce and to return on the conditions you propose.

I would be glad if Admiral Buchanan, having lost a leg, be permitted under parole to go to Mobile, where he can receive earlier and more prompt attention.

If the latter request is granted, please inform me, and I will have a boat from town to take him up.

Very respectfully,

R. L. PAGE,

Brigadier-General, Commanding.

Rear-Admiral DAVID G. FARRAGUT,

Commanding Western Gulf Squadron, Mobile Bay.

FLAGSHIP HARTFORD,
Mobile Bay, August 5, 1864.

SIR: In reply to your note of this date I would say that it is altogether out of the question that I should permit Admiral Buchanan to be sent to Mobile, but I will send him to Pensacola, where he will receive the same comforts as our own wounded, which I apprehend are as good as they could be at Mobile.

It was simply as an act of humanity that I made the proposition I did to-day. I would be glad to bury my dead on shore, but if there is any objection to it they can have a soldier's grave in the deep, honored by the heartfelt sighs of their shipmates.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Commanding.

Brigadier-General R. L. PAGE,

Commanding Fort Morgan.

FORT MORGAN, *August 6, 1864.*

SIR: Your note of the 5th received. There is no objection to your burying your dead on shore. When they arrive near the wharf here, a point will be designated for the burial.

Very respectfully, your obedient servant,

R. L. PAGE,

Brigadier-General, C. S. Army.

Rear-Admiral D. G. FARRAGUT,

Commanding U. S. Naval Forces, Mobile Bay.

Report of Captain Drayton, U. S. Navy, commanding U. S. flagship *Hartford*, with enclosures.

FLAGSHIP *HARTFORD*,
Mobile Bay, August 6, 1864.

SIR: I have the honor to offer the following report of the part which this vessel took in the action of yesterday:

According to previous arrangement, the *Metacomet* was lashed alongside of us at 4:30 a. m., and at 5:30 we got underway, following the *Brooklyn*, which led the line. After some little delay, which was required to allow of all the vessels getting into position, we moved on in the direction of Fort Morgan, which opened on us at about 2 miles distance at 7:06. The enemy's fire was at once answered by that of our bow 100-pounder rifle, the only gun that could be brought to bear until about 7:30, when we commenced firing the broadside guns with great rapidity, which was continued as long as they could be of use. About 7:35 I heard the cry that a monitor was sinking, and looking on the starboard bow saw the turret of the *Tecumseh* just disappearing under the water, where an instant before I had seen this noble vessel pushing on gallantly in a straight line to attack the enemy's ram *Tennessee*, which had apparently moved out to give her an opportunity.

As our boats could not be lowered, by your direction one was sent which was towing astern of the *Metacomet*, the vessel lashed to us.

The rapidity of our fire, together with the smoke, so completely disordered the enemy's aim that we passed the fort with no great injury or loss of life, a shell which came through the side and exploded a little abaft the mainmast killing and wounding a large portion of No. 7 gun's crew, being the only one that caused much destruction. As we, however, were getting by the shore batteries we came directly under the fire of the gunboats *Selma*, *Morgan*, and *Gaines* and the ram *Tennessee*, and being only able to direct our fire on one of them at a time, the shots from the others were delivered with great deliberation and consequent effect, a single shell having killed 10 and wounded 5 men at Nos. 1 and 2 guns.

The *Tennessee* also followed us for some distance, throwing an occasional shot; but finding that she did not come up, and we being now a mile ahead of the remainder of the fleet, she turned and ran down to them, not wishing, I suppose, to be entirely cut off from Fort Morgan.

At this time, by your order, the *Metacomet* was cast off and directed to chase the *Selma*, which, keeping on our bow, had annoyed us exces-

sively with her three stern guns, which we could not answer, owing to our rifle-gun carriage having been destroyed by a shell.

She was just sheering off as the *Metacomet* was loosed from us, and being followed into shallow water, was overtaken and captured by the latter vessel after an exciting running fight of an hour. The other two gunboats, the *Morgan* and *Gaines*, also got into shallow water, and not being followed by any of our light-draft vessels, escaped to Fort Morgan, where one was run ashore and afterwards burned, and the other, the *Morgan*, got to Mobile during the night by keeping close inshore.

The fight appearing to be now over, we anchored and made signal to the fleet to do the same, supposing that as the *Tennessee* had got under Fort Morgan, she would remain there, when a quarter of an hour later it was reported that she had come out and was steering toward us. I could not, however, believe in such temerity at first; but its truth becoming soon evident, by your order I commenced heaving up the anchor and should have slipped had it not been for the jamming of a shackle pin; but the ship was soon underway again and steering straight for the ram, which we struck with great force, although not on her beam, as she turned toward us as we approached. After striking, we dropped close alongside and delivered our broadside of solid IX-inch shot with 13 pounds of powder, at a distance of perhaps not more than 8 feet from her side, as I believe, however, from subsequent observation, without doing any injury. The ram at the time had only two guns in broadside. One missed fire several times, as we could distinctly hear. The shell from the other passed through our berth deck and exploded just inside, killing and wounding a number of men, and the pieces broke through the spar and berth decks, even going through the launch and into the hold where were the wounded.

We then stood off and were making another circuit to run into the ram again when in mid career the *Lackawanna* struck us a little forward of the mizzenmast, cutting us completely down to within 2 feet of the water. This caused a detention of perhaps five minutes; but finding that we were not sinking, the ship was, by your order, pointed again for the ram, and we were going for her at full speed when it was observed that a white flag was flying. This ended the action, and at 10:10 we had again anchored at about 4 miles distance from Fort Morgan.

I have now only to speak of the officers and crew.

To Lieutenant-Commander Kimberly, the executive officer, I am indebted not only for the fine example of coolness and self-possession which he set to those around him, but also for the excellent condition to which he had brought everything belonging to the fighting department of the ship, in consequence of which there was no confusion anywhere, even when from the terrible slaughter at some of the guns it might have been looked for.

All did their duty; but I can not but mention Lieutenants Tyson and Adams and Ensign Whiting, to whose example and exertions it was in a great measure owing, no doubt, that the great loss at some of the guns was not followed by confusion or delay in repairing damages. Acting Master's Mate Tinelli also, who took charge of the third division after Lieutenant Adams was wounded, is spoken of to me very highly. Acting Third Assistant Engineer McEwan is also strongly noticed in

the report of Chief Engineer Williamson. He lost his right arm while busily employed on the berth deck, where he was stationed, in assisting and comforting the wounded. He is spoken of by his superiors as most competent to fill the position of third assistant engineer in the regular service, for which I would beg you to recommend him to the honorable Secretary of the Navy.

The last shell fired at us, that from the ram, killed my clerk, Ensign W. H. Heginbotham. Although this was the first time he had been in action, nothing, I am told, could exceed the coolness and zeal with which he performed his duties in the powder division, and I feel his loss most seriously, as his general intelligence and many amiable qualities had made him almost necessary to me.

I must also thank Lieutenant A. R. Yates, a volunteer from the U. S. S. *Augusta*, who acted as an aid both to you and myself and was to me most useful.

The two after guns were entirely manned by marines, who, under the direction of Captain Charles Heywood, performed most efficient service.

Thanks to the unremitting supervision of Chief Engineer Williamson all had been so thoroughly prepared in his department that nothing was required of the engines during the day which they could not perfectly perform.

The devoted attendance of Fleet Surgeon Palmer, Surgeon Lansdale, and Assistant Surgeon Commons to our wounded was beyond praise, and it was owing to their skill and untiring exertions that the large number of desperately wounded were prepared, by 8 o'clock in the evening, for removal to the hospital at Pensacola, for which place they left at daylight on the following morning in the *Metacomet* under a flag of truce.

Boatswain Dixon was nearly knocked overboard by a splinter, but absented himself from the deck only long enough to have his wounds dressed, when he returned to his duties.

Acting Master's Mate Herrick, while superintending the passage of powder and shell on the berth deck, was very severely wounded by a piece of shell, which entirely disabled him at the time and may, I am afraid, prove very serious. Up to this time his conduct and bearing are spoken of by the commanding officer of the divisions in the highest praise.

I must also thank Lieutenant Watson, your flag-lieutenant, who, besides attending most faithfully to the signals, found time to assist me on several occasions when it was important to give directions in detail about the firing.

Of the crew I can scarcely say too much. They were most of them persons who had never been in action, and yet I can not hear of a case where anyone attempted to leave his quarters or showed anything but the sternest determination to fight it out. There might perhaps have been a little excuse had such a disposition been exhibited when it is considered that a great part of four guns' crews were at different times swept away almost entirely by as many shells. In every case, however, the killed and wounded were quietly removed, the injuries at the guns made good, and in a few moments except from the traces of blood nothing could lead one to suppose that anything out of the ordinary routine had happened.

In conclusion, I request that you will recommend to the honorable Secretary of the Navy for the medal of honor the men whose names

accompany this in a separate report. They well deserve the distinction.

Very respectfully,

P. DRAYTON,
Captain.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron.

With this report I enclose those of the executive officer, the officers of divisions, and of the gunner, carpenter, and sailmaker, and I beg leave to heartily endorse all that is said in them about the officers and men of their respective commands.

I would also beg leave to say that although there was very considerable loss of life in the powder division, thanks to the good arrangements and the example of coolness of Ensign Dana, who was in charge of it, there was no confusion.

He was also greatly assisted in the after part of the division by Sailmaker T. C. Herbert, whose example tended much to give confidence to those around him. He is a most deserving officer.

The gunner, J. L. Staples, and carpenter, George E. Burcham, also deserve notice for their strict attention to duty.

Very respectfully, your obedient servant,

P. DRAYTON,
Captain.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron.

[Enclosures.]

U. S. FLAGSHIP HARTFORD,
Mobile Bay, August 8, 1864.

SIR: Agreeably to your order I submit the following reports of the passage of this ship by Forts Morgan and Gaines and our engagement with the ram *Tennessee*, ironclad, and with the gunboats *Selma*, *Gaines*, and *Morgan*:

On the morning of the 5th called all hands at 3 a. m., stowed hammocks, and gave the people an early breakfast; hove in to 20 fathoms of chain and prepared to receive the U. S. S. *Metacomet* alongside. At daylight the *Metacomet* came on our port side and made fast, our battery on that side having been run in for the purpose. Hove up our anchor, and at 5:40 a. m. stood in to take our position astern of the *Brooklyn*, which ship was slowly standing in for the bar, followed by the *Hartford*; lashed our anchors to the bows and secured the chains with extra stoppers, beat to quarters, and cleared ship for action. A few minutes after 7 o'clock Fort Morgan opened upon us and continued firing until the fleet had passed.

We commenced and continued to fire with our starboard 100-pounder Parrott on the topgallant forecastle until our starboard broadside could bear, which was not, however, until we got nearly abreast of the fort, when we opened with our twelve IX-inch guns loaded with 10-second shell. We now fired rapidly, and as we approached used 5-second shell and shrapnel with fuzes cut at 2 seconds, which had the effect to drive the enemy from their water batteries and parapet guns whilst we were abreast of the fort. The *Brooklyn* now having stopped and commenced backing, the *Hartford* went ahead and led the fleet until we anchored up the bay.

After passing the *Brooklyn* the rebel ram and gunboats paid their

undivided attention to this ship, taking position ahead and on our starboard bow, and with their heavy guns raking us, we not being able to bring any guns to bear on them, except those mounted on the top-gallant forecastle. We continued, however, to advance, they preserving their position until we got some distance from Fort Morgan, when the rebel ram went back to attack our ships astern. The three gunboats, however, still stuck by us; we had now so altered our course as to bring them to bear on our starboard bow and beam, and opened on them with the starboard broadside. We now were on a footing with them and delivered our fire with effect on all three, they edging off and increasing their distance, but still keeping up a hot fire, from which we suffered very much. This part of the action had now lasted at least some thirty minutes, most of the time their fire raking us, cutting down our men at the guns fearfully and damaging gun carriages and material, when the *Metacomet* cast off and pursued. The enemy by this time having been pretty well handled, hauling off, separated, the *Gaines* and *Morgan* making for the fort and the *Selma* falling a prize to the *Metacomet*. Our ships now having come up, we steamed up the bay and anchored with 15 fathoms of chain in $3\frac{1}{4}$ fathoms of water, when the ram was seen approaching; hove up our anchor, went to quarters, and stood down for the enemy. Endeavored to strike her, but our anchor hanging from the hawse pipe sheered us off from the ram, so that the ships passed, the port sides grazing each other; depressed our port guns and fired with 13 pounds of powder and solid shot. After passing, put our helm hard a-starboard to come around for another butt; the ship, however, making a larger circle in getting around, approached near to our own ships that were bound down for the rebel ram. One of them, the *Lackawanna*, struck us on the starboard side, abaft the main chains, knocking two of our ports into one, capsized a 1X-inch gun, carried away the gig and davits and starboard maintopmast backstays, also cutting us down to within 2 feet of the water. We cleared and stood down for the ram, which had turned and was running away without a smokestack, followed by our iron-clads, the *Ossipee*, and other ships. When we were nearly up to the enemy, she hoisted the white flag and surrendered. This ship turned back a short distance and anchored.

The conduct of the crew was splendid and their enthusiasm unbounded, notwithstanding the terrible raking fire that we suffered; when men fell, others filled the gaps until almost two entire crews had been swept away. Nothing could be more noble than the spirit displayed by our wounded and dying, who cheered and smiled in their agony, seemingly contented at the sacrifice of their lives for the victory vouchsafed to their country. Such men are our heroes.

The officers one and all did their whole duty, and in a measure to their exertions and example may be attributed the unflinching conduct of those they so well instructed, drilled, and commanded. Conspicuous was Ensign Whiting, who worked the forecastle guns under the most trying circumstances and under the most scathing fire. Mr. Dixon, our boatswain; Mr. McEwan, acting assistant engineer; Mr. Herrick, acting master's mate; Acting Ensigns Bogart and Heginbotham deserve praise for the coolness and assistance in the powder division, which was at one time a perfect slaughterhouse.

Lieutenant Yates, of the U. S. S. *Augusta*, and Acting Ensign Marthon, of the U. S. S. *Tennessee*, who volunteered for the fight, also deserve praise for their very valuable services.

Appended are the reports of the divisional officers, whose mention of particular acts of men under their immediate command will enable you to recommend the men mentioned to notice; also the reports of the several officers in charge of the different departments and of the damages sustained therein.

Very respectfully,

L. A. KIMBERLY,
Lieutenant-Commander and Executive Officer.

Captain P. DRAYTON,
Commanding U. S. S. Hartford.

U. S. S. HARTFORD,
Mobile Bay, August 6, 1864.

SIR: I respectfully submit the following report of the conduct of the officers and men of the first division during the engagement of yesterday:

. Acting Ensign W. H. Whiting, in charge of the fore-castle guns, deserves special mention for his gallantry in serving and working both 100-pounder rifles under the most trying circumstances.

The three captains of guns, Henry Clark, Peter W. Stanley, and William H. Wright, displayed an amount of courage and coolness which I have rarely seen equaled. But the two men of whom I wish particularly to speak are Charles Melville and Thomas Fitzpatrick. A rifle shell burst between the two forward IX-inch guns, killing and wounding 15 men. Charles Melville was among the wounded and was taken down with the rest to the surgeon, but came on deck almost immediately, and although scarcely able to stand refused to go below, and worked at the gun during the remainder of the action. Thomas Fitzpatrick, captain of No. 1 gun, was struck several times in the face by splinters and had his gun disabled by a shell. In a few minutes he had his gun in working order again, with new track, breeching, side tackle, etc., his wounded below, the dead clear, and was fighting his gun as before, setting a splendid example to the remainder of his crew. His conduct came particularly under my notice and during the entire action was distinguished for coolness and bravery.

The first division had 13 killed and 10 wounded.

Very respectfully, your obedient servant,

HERBERT B. TYSON,
Lieutenant, Commanding First Division.

Lieutenant-Commander L. A. KIMBERLY, U. S. Navy,
Executive Officer, Hartford.

U. S. FLAGSHIP HARTFORD,
Mobile Bay, August 6, 1864.

SIR: I respectfully submit the following report of the conduct of the second division during the engagement of yesterday, the 5th, with Fort Morgan and the rebel gunboats and ram *Tennessee*: But a few moments elapsed after the drum beat to quarters before every man was at his station, the guns cast loose, and ready for action, every man seemingly determined to do his duty, which he did faithfully, not a man shrinking. When all did their duty so well it is hard to discrimi-

nate. Still it gives me pleasure to mention a few who were the most conspicuous. Acting Master's Mate William H. Childs displayed great courage in assisting me in the division. The captains of the guns, Charles Lake (coxswain), Joseph Perry (quartermaster), James Smith (captain mizzentop); the second captains, James Bennett (seaman), Owen Holland (second captain maintop), and Samuel McFall (captain afterguard), showed an example of coolness, energy, and bravery, which stimulated those less brave than themselves and reflected credit upon themselves. The loaders and spongers, Bartholomew Diggins (ordinary seaman), Augustus Pauly (seaman), Charles Davidson (captain forecandle), Henry Wright (ordinary seaman), Thomas Parker (ordinary seaman), and Robert Emerson (landsman), did nobly, and I am proud to have such men under my command. The quarter gunner, David Morrow, was killed. The battery constituting the second division is in perfect order; not a gun injured.

I am, respectfully, your obedient servant,

GEO. MUNDY,

Acting Volunteer Lieutenant, Commanding Second Division.

Lieutenant-Commander L. A. KIMBERLY, U. S. Navy,
Executive Officer, U. S. S. Hartford.

U. S. FLAGSHIP HARTFORD,
Mobile Bay, Ala., August 6, 1864.

SIR: I have the honor to submit the following report of the conduct of the officers and men of the third division during the engagement of yesterday with Fort Morgan, the rebel gunboats, and the ram:

When the drum beat to quarters every man was at his station instantly and the guns cleared for action. We were unable to bring our guns to bear till nearly abreast of the fort. We then fired with 10-second shell and 4 degrees of elevation. The fire was kept up with great rapidity, using 5-second shell and decreasing the elevation as we neared the fort. When abreast it two rounds of shrapnel cut for 2-seconds were fired by us. As we passed ahead of the *Brooklyn* two shell struck by No. 7 gun, disabling the crew; but one man escaped uninjured on the right side of that gun. Another shell followed in a few seconds, wounding the captain of No. 7, 3 men at No. 8, and myself. Four men were killed and 9 wounded in all, and by those three shell. The gun captains behaved splendidly—Forbes, Ingersoll, Pinto. William A. Stanley, shellman of No. 8 gun, continued to pass shell after being wounded till compelled by loss of blood to go below. He deserves especial mention. Every man did his duty in the most gallant manner. I am proud to have had command of so brave a set of men. Acting Master's Mate J. J. Tinelli I can not fail to mention. He behaved with great gallantry, encouraging the men by his example, and served the guns of the division with great spirit against the rebel gunboats and ram after I was sent below.

I am, sir, very respectfully, your obedient servant,

LARUE P. ADAMS,

Lieutenant, Commanding Third Division.

Lieutenant-Commander L. A. KIMBERLY,
Executive Officer, Flagship Hartford.

U. S. S. HARTFORD,
Mobile Bay, August 6, 1864.

SIR: I have the honor to submit to you a report of the conduct of the officers and men of the master's division during the engagement yesterday with Fort Morgan, the rebel gunboats, and the ram *Tennessee*. I have great pleasure in mentioning Acting Master's Mate G. R. Avery, who assisted in conning the ship during the entire action, for the great coolness he displayed in his, a responsible position. John McFarland (captain fore-castle), James Wood (quartermaster), Joseph Cassier (seaman), and James Reddington (landsman), deserve especial mention for their marked composure. They were at the wheel and obeyed every order promptly and correctly. Henry Williams (boat-swain's mate) served the 12-pounder howitzer in the maintop with courage and great judgment. I had not the power of witnessing the conduct of the remaining men of this division, viz, those of the signal corps and carpenter's gang, but from the officers commanding those departments I have learned that one and all deserve the greatest praise.

Respectfully submitted.

GEO. B. GLIDDEN,
Ensign, Commanding Master's Division.

Lieutenant-Commander L. A. KIMBERLY,
Executive Officer, Hartford.

U. S. FLAGSHIP HARTFORD,
Mobile Bay, August 6, 1864.

SIR: I respectfully submit the following report of the conduct of the officers and men of the powder division during the engagement of the 5th:

Acting Ensign Bogart exhibited much coolness and presence of mind.

Acting Master's Mate R. P. Herrick deserves especial mention, for, until seriously wounded, he performed his duties with great coolness and spirit.

Acting Ensign W. H. Heginbotham also deserves special mention for his coolness and bravery. He performed his duties in the most exemplary manner until he received his death wound.

The few men I had on deck passing powder acted with great coolness, and at no time was there any sign of shrinking or fear. Nelson, ship's cook, John Wallington, landsman, and Mellage, paymaster's steward, deserve special mention.

Seven of the forward part of the division were wounded and 3 of them killed; most of the wounds were mortal.

I am, sir, very respectfully, your obedient servant,

WM. STARR DANA,
In Charge of Powder Division.

Lieutenant-Commander L. A. KIMBERLY,
U. S. Flagship Hartford.

[Endorsement.]

In addition to the above, I would call attention to the conduct of Sailmaker T. C. Herbert, whose conduct and cool courage is spoken of as most remarkable.

P. DRAYTON,
Captain.

U. S. S. HARTFORD,
Mobile Bay, August 6, 1864.

SIR: The conduct of the officers and men belonging to the engineer's department was characterized by coolness and energy during the engagement of yesterday; their duties were performed as if nothing extraordinary was going on.

Acting Third Assistant Engineer William G. McEwan deserves special mention for the prompt and efficient manner in which he attended to getting the wounded below near his station at the berth-deck hose, and he continued to do so until near the close of the action, when he lost his right arm.

The following men deserve to be noticed: Thomas Walkley, first-class fireman, for his coolness and attention to duties, although frequently covered with splinters.

James R. Garrison, coal heaver, had his great toe shot off, but dressed his wound himself and then returned to his station, where he remained until badly wounded in the chest.

Thomas O'Connell was sick and hardly able to walk, but went to his station and remained until his right hand was shot away.

William Caffrey, second-class fireman, and Joseph Fallen, second-class fireman, were inclined to skulk, and required to be compelled to assist the wounded.

The loss in the engineer's department was 3 men killed and 3 men wounded.

I am, respectfully, your obedient servant,

THOM WILLIAMSON,
Chief Engineer, U. S. Navy.

Lieutenant-Commander L. A. KIMBERLY, U. S. Navy,
Executive Officer, U. S. S. Hartford.

U. S. FLAGSHIP HARTFORD,
Mobile Bay, August 8, 1864.

SIR: I respectfully beg leave to report the damage received by this ship in hull, spars, etc., during the action August 5, 1864, with the rebel Fort Morgan, the water batteries, rebel ram *Tennessee*, and rebel fleet, viz:

No. 1. Solid shot cut through starboard headrail, starboard bow chock, and crushed side tackle block of port rifle gun on forecastle.

No. 2. Shell came over starboard bow, struck axletree, fore transom, and truck of port rifle on forecastle, and started bow chock, headrail, and waterway.

No. 3. Shell cut through starboard lower boom, hammock rail and netting, cut main topmast stay half, then struck after part of fore-

mast 2 feet above the partners, scoring in 3 inches, scarring starboard side of mast and piercing galley funnel, when it exploded.

No. 4. Shell struck the forward part of No. 2 gun port, cutting away top timber, bulwarks, and port sill; struck starboard sheet cable bitt, crushing the iron plating and collar, then exploded, scarring the deck between Nos. 1, 2, and 3 guns.

No. 5. Shell struck outer planking 6 inches above the water line between Nos. 2 and 3 guns, cut through timbers, ceiling, and waterway on berth deck, struck foremast, scored in the depth of 5 inches, 18 inches below the spar-deck partners, carrying away after part of port sheet cable bitts, part of spar-deck beam and knee on port side, and after diagonal knee and fastening started.

No. 6. Shell struck starboard chain armor 2 feet below the gunwale, between No. 5 and 6 guns, cut through outer plank and timber and lodged in deck knee.

No. 7. Solid shot struck chain armor, cut through armor, pierced outer plank and timber, and lodged in spar-deck beam.

No. 8. Solid shot struck starboard chain armor 4 inches above the water line under No. 6 gun, cut through armor, pierced outer planking, and lodged in timber.

No. 9. Struck chain armor on the water line between No. 8 and 9 guns, cut through armor and pierced the outer plank.

No. 10. Two-hundred-pound rifle shell struck aft of the armor, 2 feet above the water line under No. 9 gun, pierced outer plank, crushing four timbers and two streaks of ceiling, breaking down the fore-and-aft bulkheads of the starboard steerage, cutting in two the between-deck stanchions under wardroom hatch beam, passed into the chief engineer's room on the port side of wardroom, and dropped on a lounge without exploding.

No. 11. Solid shot struck gunwale strake between Nos. 8 and 9 guns, pierced through gunwale, top timber, and bulwarks, struck capstan, crushing the pawls, casting, and gear, splitting engine-room hatch combing and capstan bed.

No. 12. Struck the spare spars in the main chains, breaking in two the main and mizzen topgallant and mizzen royal yards, crushed through the main rail and hammock netting, passed over to the port side and went through bulwarks, top timbers, outer plank, and sentry board abaft the port gangway.

No. 13. Shell passed over between fore and mainmast, struck inner hammock rail on port side, cut through netting and outer hammock rail, breaking a hole in third cutter.

No. 14. Shell, 150-pounder, fired from the ram *Tennessee* while alongside, the muzzles of her gun touching our port side. The shell struck the outer planking on the port side, pierced through the timbers and ceiling inside, exploded on the berth deck, fragments of the shell going through three strakes of plank on the spar deck through the launch, first and second cutters. Portions of the shell also went through the deck plank and hatches on the berth deck and dropped into the hold, scarring spar-deck beams and deck frame between fore and main hatches from port side to starboard.

No. 15. Shell struck grub beam on forecastle, crushed the upper edge and glanced overboard.

No. 16. Conical shot or shell struck the band on starboard side of mainmast 18 feet from the partners, pierced through the mast band and buried its length in the mast.

No. 17. Shot struck the forward quarter of the mainmast 16 feet above the partners, scoring $1\frac{1}{2}$ inches.

No. 18. Shell struck collar of forestay, shattered trestletrees, forward lower crosstree, heel of fore-topmast, and lodged in forward nut of trestletrees.

No. 19. Shell struck port side of maintop, crushed a hole in deck of top, and glanced overboard.

No. 20. Shot through smoke pipe.

In the collision with the rebel ram the port head pump was crushed in 2 feet below the water line. The copper on the stem and port bow was peeled off by the iron plating of the ram.

The ship received considerable damage by being run into by the *Lackawanna*. She crushed in the after part of the main channel, broke two of the main chains and spar crane, with the spars that were stowed, viz, spare main and mizzen topgallant and mizzen royal yards, the main rail, hammock rails, netting, bulwarks, top timbers, outer planking, timbers and ceiling from gunwale down to 2 feet of the water line were crushed in and broken on the starboard side abaft the main rigging from the after side of No. 10 gun port to the forward side of No. 11 gun port. The deck knees, diagonal and hanging, are broken; the iron diagonal braces are badly bent inboard, the spar-deck beams and deck plank moved to starboard; abreast of the fracture the waterway is cut in two. It will be necessary to calk a large portion of the quarter-deck. The gig davits were broken, also her keel and planking.

Very respectfully, your obedient servant,

GEO. E. BURCHAM,
Carpenter.

Captain P. DRAYTON,
Commanding U. S. S. Hartford.

U. S. FLAGSHIP HARTFORD,
Mobile Bay, August 8, 1864.

SIR: In obedience to your order of the 6th instant I respectfully submit the following report of damages to the rigging of this ship during an engagement with the enemy in Mobile Bay, August 5, 1864, viz:

After shroud of fore rigging shot away and one collar of the forestay shot away; also the lower boom topping lift and fall and port fore brace; also port and starboard jib sheets; also port and starboard fore-topsail braces, maintopmast stay stranded; also maintopmast staysail halliards, and maintopsail halliards and starboard after maintopmast backstay stranded, and starboard main lift shot away; also port and starboard cross-jack braces shot away, and two starboard maintopmast backstay screws carried away.

Very respectfully,

ROBERT DIXON,
Boatswain, U. S. Navy.

[Captain P. DRAYTON,
Commanding U. S. Flagship Hartford.]

U. S. FLAGSHIP HARTFORD,
Mobile Bay, August 8, 1864.

SIR: In obedience to orders I respectfully report the damage sustained in the gunner's department of this ship and the amount of ammunition expended in the action on the 5th of August with the rebel forts and fleet to be as follows, viz:

The port 100-pounder rifle gun carriage struck twice, and completely shattered. No. 1 IX-inch gun carriage, starboard side, struck by shell, splintering right bracket, breaking bracket bolt, and knocking rear dumb truck out of place. No. 2 IX-inch gun carriage, starboard side, scarred by shell bursting, and having port truck broken to pieces, No. 10 IX-inch gun carriage injured by being upset when in collision with the *Lackawanna*. Three-roller handspike broken, and four ordinary handspikes broken. Three IX-inch gun tackles carried away. One 100-pounder rifle side tackle block shattered. One 100-pounder breeching and one IX-inch breeching cut with shot. One IX-inch bristle sponge shot away. Two rammers, IX-inch, broken.

Number of rounds expended in action:

Powder.—95 charges, 13 pounds, IX-inch, or 1,235 pounds; 92 charges, 10 pounds, IX-inch, or 920 pounds; 27 charges, 10 pounds, 100-pounder rifle, or 270 pounds.

Shell.—77 5-second, IX-inch; 55 10-second, IX-inch; 18 100-pounder rifle, concussion; 3 100-pounder rifle Parrott, percussion; 7 12-pounder, heavy howitzer; 6 12-pounder, light howitzer.

Shrapnel.—9 shrapnel, IX-inch.

Solid shot.—33 IX-inch; 6 100-pounder rifle, chilled ends.

Very respectfully,

JOHN L. STAPLES,
Gunner, U. S. Navy.

[Captain P. DRAYTON,
Commanding U. S. Flagship Hartford.]

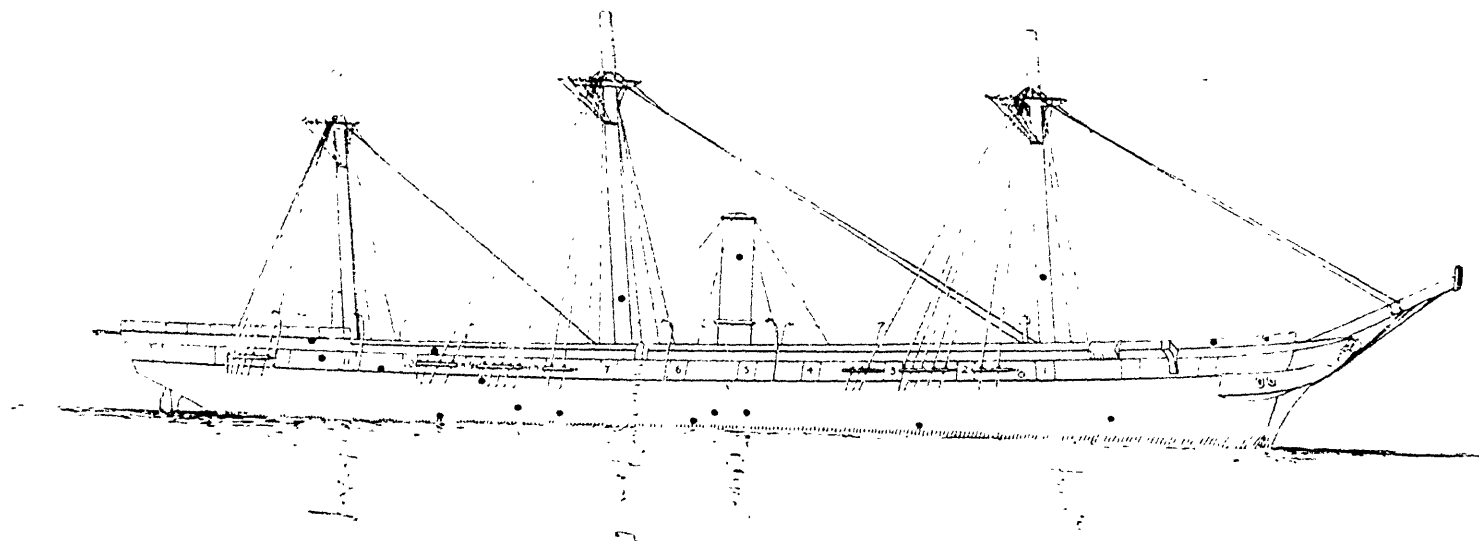
Report of Captain Drayton, U. S. Navy, commending the conduct of certain petty officers and others on the U. S. S. Hartford.

FLAGSHIP HARTFORD,
Mobile Bay, August 7, 1864.

SIR: I beg leave to call your attention to the conduct of the following petty officers and others of this vessel during the action of the 5th instant, which I think entitles them to the medal of honor:

1. Thomas Fitzpatrick, coxswain, was captain of No. 1 gun. His gun was almost disabled by the bursting of a shell, which destroyed much of the material and killed 7 men, besides wounding several others, and among them himself. Notwithstanding this he had the killed and wounded quietly removed, replaced the breeching, side tackle, and truck, etc., which had been cut to pieces, got a crew, and in a little while was firing the gun again as usual. I recommend that in addition to the medal he be made a master's mate.

2. Charles Melville, ordinary seaman. This man, a loader at the same gun, was severely wounded by a piece of the shell. He was taken below, but would not remain there, and although scarcely able to stand, performed his duty until the end of the action.



UNITED STATES STEAMER HARTFORD.
outline drawing, showing hits received in battle of Mobile Bay.

3. William A. Stanley, shell man at No. 8 gun, was severely wounded, but refused to go below, and continued to perform his duties until at length he became so weak from loss of blood as to be unable to stand.

4. William Pelham, landsman. When the crew of the gun to which he belonged was entirely broken up, owing to the number of its killed and wounded, he assisted to remove the latter below and then immediately returned, and, without any direction to do so, took his place at the adjoining gun, where a vacancy existed, and continued to perform his duties there most faithfully for the remainder of the action.

5. John McFarland, captain of the fore-castle, was at the wheel, which has been his station in all of the previous fights of this ship. As on every other occasion, he displayed the utmost coolness and intelligence throughout the action. When the *Lackawanna* ran into us, and for a moment there was every appearance of the men at the wheel being crushed, he never left his station nor ceased for an instant to attend strictly to his duties. This evidence of coolness and self-possession, together with his good conduct in the other battles of the *Hartford*, I hope will entitle him to the medal.

6. James R. Garrison, coal heaver, had one of his great toes shot off, but without leaving his station at the shell whip bound up the wound and remained at work until again severely wounded.

7. Thomas O'Connell, coal heaver—although on the sick list, and quite unwell, he went to his station at the shell whip, where he remained until his right hand was shot away.

8. Wilson Brown, landsman, was stationed at the shell whip on the berth deck. A man was killed on the ladder above him and thrown with such violence against Brown as to knock him into the hold, where he laid for a short time senseless; but on recovering he immediately returned to his station, though besides himself only one of the original six belonging there had escaped.

9. John Lawson, landsman, was one of the six men stationed at the shell whip on the berth deck. A shell killed or wounded the whole number. Lawson was wounded in the leg and thrown with great violence against the side of the ship, but as soon as he recovered himself, although begged to go below, he refused, and went back to the shell whip, where he remained during the action.

10. George Mellage, paymaster's steward, although quite badly hurt by splinters, refused to leave his station and performed very efficient service until the end of the action.

Very respectfully, your obedient servant,

P. DRAYTON,
Captain.

[Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron.]

Report of Rear-Admiral Farragut, U. S. Navy, regarding injuries received in ramming the C. S. ram *Tennessee*.

No. 357.]

FLAGSHIP HARTFORD,
Mobile Bay, August 20, 1864.

SIR: I beg to call the attention of the Department to certain facts in my recent conflict with the ram *Tennessee*.

Each of our vessels that struck her in succession, with the exception of this ship, had their cutwaters smashed into the hood ends, and in some instances even the stems somewhat injured.

The reason why this ship was not injured was because we had not had time to "cat and fish" the anchor, and the anchor took the chief force of the blow. The flukes were twisted around and the shank bent and the stock driven into the bow. The bill of the anchor was cut off by the contact with the *Tennessee's* hull as much as 2 inches, and our cutwater was left intact.

But the *Monongahela's* bow, I thought, was protected in the best possible manner, and I am still in doubt as to whether the cutwater was knocked off by a shot or by the concussion with the ram, as a shot certainly entered directly through her stem and destroyed everything in her storeroom, but whether that was before or after ramming the *Tennessee* I do not know. Her entire cutter, which I had put on her in New Orleans, was knocked off.

The *Lackawanna* struck her the fairest blow, and her cutwater is simply crushed right in, 2 feet, I think, quite into the stem.

Now, the suggestion I desire to make to the Department is that all ships of war shall have their cutwaters and bows strengthened for the purpose of ramming, as I am of opinion, and have been for some time, that it is the only manner in which we can contend successfully with such formidable vessels as the *Tennessee*.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

General order of Rear-Admiral Farragut, U. S. Navy.

GENERAL ORDERS, }
No. 12. }

U. S. FLAGSHIP HARTFORD,
Mobile Bay, August 6, 1864.

The admiral returns thanks to the officers and crews of the vessels of the fleet for their gallant conduct during the fight of yesterday.

It has never been his good fortune to see men do their duty with more courage and cheerfulness, for although they knew that the enemy was prepared with all devilish means for our destruction, and though they witnessed the almost instantaneous annihilation of our gallant companions in the *Tecumseh* by a torpedo, and the slaughter of their friends, messmates, and gunmates on our decks, still there were no evidences of hesitation in following their commander in chief through the line of torpedoes and obstructions, of which we knew nothing except from the exaggerations of the enemy, who had given out that we should all be blown up as certainly as we attempted to enter.

For this noble and implicit confidence in their leader he heartily thanks them.

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

General order of Rear-Admiral Farragut, U. S. Navy.

GENERAL ORDERS, {
No. 13. }

FLAGSHIP HARTFORD,
Mobile Bay, August 7, 1864.

The admiral desires the fleet to return thanks to Almighty God for the signal victory over the enemy on the morning of the 5th instant.

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

[Telegram.]

NEW ORLEANS, *August 6, 1864.*
(Received August 15—12:30 a. m.)

SIR: I have the honor to report the successful passage of Admiral Farragut's fleet past the forts at the entrance of Mobile Bay, with the loss of only one vessel, the monitor *Tecumseh*, blown up by a torpedo, the subsequent capture of the rebel ram *Tennessee*, whose commander, Buchanan, lost a leg in the action and is now a prisoner. No further details are yet received. I will write by mail; our losses not known.

Very respectfully, your obedient servant,

JAS. S. PALMER,
Commodore, U. S. Navy.

HON. GIDEON WELLES.

[Telegram.]

NAVY DEPARTMENT,
Washington, D. C., August 6, 1864—9 p. m.

Please try and get a Richmond paper to see how Farragut is getting on at Mobile. He went inside about the 1st and is attacking Fort Gaines.

G. V. FOX,
Assistant Secretary of the Navy.

Major-General B. F. BUTLER,
Commanding Department of N. C. and Va.

[Telegram.]

BUTLER'S HEADQUARTERS,
August 7, 1864—10:30 a. m.
(Received 4:30 p. m.)

The Richmond Examiner of the 6th has from Mobile, August 4:

Yesterday and last evening the enemy threw an infantry force upon Dauphin Island, 7 miles from Fort Gaines. The fleet outside is larger this morning. The Federal double-ender opened on the transport *Dick Keyes* and then on the fort, which is slowly replying. General Maury calls on all to enroll themselves for battle. Great confidence prevails. A Federal force estimated at 16,000 occupied Holly Springs, Miss. No other news.

B. F. BUTLER,
Major-General.

G. V. FOX,
Assistant Secretary.

[Telegram.]

BUTLER'S HEADQUARTERS,
August 8, 1864—2:30 p. m.
 (Received 7 p. m.)

Richmond papers this morning say that Farragut's fleet, seventeen vessels, passed Fort Morgan on the 5th instant. Ram *Tennessee* was sunk; Admiral Buchanan captured. Enemy's fleet is approaching the city.

BENJ. F. BUTLER,
Major-General.

Captain G. V. FOX,
Assistant Secretary Navy.

(Copy to Secretary of War.)

[Telegram.]

HEADQUARTERS GENERAL BUTLER,
August 8, 1864—3 p. m.
 (Received 7 p. m.)

The following is the official report taken from Richmond Sentinel, August 8:

MOBILE, *August 5, 1864.*

Seventeen of the enemy's vessels, fourteen ships and three ironclads, passed Fort Morgan this morning. The *Tacumseh*, a monitor, was sunk by Fort Morgan. The *Tennessee* surrendered after a desperate engagement with the enemy's fleet. Admiral Buchanan lost a leg and is a prisoner. The *Selma* was captured. The *Gaincs* was beached near the hospital. The *Morgan* is safe and will try and run up to-night. The enemy's fleet has approached the city. A monitor has been engaging Fort Powell all day.

D. H. MACRY,
Major-General.

Hon. J. A. SEDDON,
Secretary of War.

B. F. BUTLER,
Major-General.

His Excellency A. LINCOLN,
President.

[Telegram.]

BUTLER'S HEADQUARTERS,
August 9, 1864.
 (Received 6 p. m., August 10.)

The following is from the Richmond Examiner of the 9th:

A dispatch from Mobile, dated August 7, two days later than our previous advices, states that the situation has not materially changed since the enemy's victory over our ironclads on last Friday. The Navy Department received a telegram yesterday morning announcing that the *Morgan*, the only gunboat of our fleet which was not either sunk, beached, or captured, has succeeded in getting over the bar and reaching Mobile.

BENJ. F. BUTLER,
Major-General.

Lieutenant-General U. S. GRANT.

(Copy to Hon. G. V. Fox, Assistant Secretary Navy.)

[Telegram.]

BUTLER'S HEADQUARTERS,

August 10, 1864.

(Received 10:20 p. m.)

The following is from the Richmond Enquirer of the 10th:

Mobile, August 8.—Friday night, Lieutenant-Colonel Williams, commanding Fort Powell, evacuated and blew up the fort. Yesterday and to-day the enemy are shelling Fort Gaines. The people of Mobile are all ready for the fray. Great confidence prevails.

The people are satisfied with the conduct of Lieutenants Buchanan [Johnston?], Maury, Murphey, and Bennett, of the Navy.

Second dispatch:

Mobile, August 8.—It is painfully humiliating to announce the shameful surrender of Fort Gaines at half-past 9 o'clock this morning by Colonel Charles D. Anderson, of the Twenty-first Alabama Regiment. This powerful work was provisioned for six months and with a garrison of 600 men. He communicated with the enemy's fleet by flag of truce with [out] the sanction of General Page. General Page enquired by signal what his purpose was, but received no answer. His attention was attracted by signal guns. Page repeatedly telegraphed "Hold on to your fort." The same night visited Fort Gaines and found Anderson on board the Yankee fleet arranging the terms of capitulation. He left peremptory orders for Anderson on his return not to surrender the fort and relieved him of his command. Fort Morgan signaled this morning, but no answer was received except the hoisting of the Yankee flag over ramparts of Fort Gaines. Anderson's conduct is officially pronounced inexplicable and shameful.

BENJ. F. BUTLER,
Major-General.

Hon. E. M. STANTON,
Secretary War.

(Copy to Gideon Welles, Secretary Navy.)

Letter from Rear-Admiral Farragut, U. S. Navy, to the Bureau of Construction and Repair, giving information gained from the encounter with the C. S. ram Tennessee.

U. S. FLAGSHIP HARTFORD,
Mobile Bay, October 19, 1864.

DEAR SIR: Feeling that the Bureau would like to know the damage done our vessels in our last conflict, and particularly by the ramming of the ram, with a view to guarding against, as far as possible or practicable, such injuries in future, I take pleasure in giving you the following information:

I had made, in the first place, a heavy iron casing and fitted very firmly on the cutwater of the *Monongahela*. How it was knocked off I do not know. She struck the ram twice and had a shot directly through her stem, which passed through her storeroom, destroying many articles in its flight. Whether the iron was knocked off before the shot entered, or by the shot, we have no means of ascertaining; but the stem was shivered through to the apron and down almost to the keel. The apron, however, was not injured.

The *Lackawanna*, as the doctors would say, had no compound fracture. She struck the ram fair and at good speed. She had only the usual plate on the cutwater, and the knuckle of the overhang of the ram cut her square through and boomed up the inside of the apron. Being just above the water line, it did not cause much leak. I sent them to Pensacola, had the bow docks placed under and repaired

there, and if I only had a competent ship carpenter in the shape of a constructor or master workman to direct and carry on the repairs at that yard in a proper manner, we would soon be able to make all our own repairs. I have urged this upon the Department.

Mr. Hanscom, in whose opinion I have great faith, from a long association with him at Mare Island, informs me that he does not think the basin floor of the dry dock will bear the pressure of putting a gate to the basin and pumping it out.

There are from 9 to 10 feet water in the basin, which would admit all but the large vessels to be docked there, if the floor would bear the upward pressure; but it seems to me that it would pay to have a gate, and if we could not dock our vessels, it would enable much work to be done in windy weather, which we are unable to do now, by closing them in the wet dock. It would be a great additional facility.

I never could understand why the steam was not led into our galleys for the purpose of cooking for the crew. It would obviate ten thousand difficulties, besides giving the men their food at the required time, be it early or late.

Very respectfully,

D. G. FARRAGUT.

Mr. JOHN LENTHALL,
Chief of Bureau of Construction and Repair,
Navy Department, Washington, D. C.

Report of Lieutenant-Commander Jouett, U. S. Navy, commanding U. S. S. *Metacomet*, regarding the battle of Mobile Bay.

U. S. S. METACOMET,
Bay of Mobile, August 8, 1864.

SIR: Agreeably to your order of the 7th instant, I have the honor to make the following report of the successful passage of the forts and the capture or dispersion of the rebel fleet inside the bay:

At 4:30 a. m. of the 5th I ran alongside the *Hartford* and lashed on her port side. At 6:50 the *Tecumseh* hoisted her colors and fired a gun. Fort Morgan replied. In a short time the action became general between the fort, ironclads, *Brooklyn*, *Hartford*, and *Richmond*. At this time the rebel fleet took their stations across the channel, delivering a raking fire upon our line. At 7:35, amidst the hottest of the fire, the *Tecumseh* was blown up. I immediately sent a boat to her assistance in charge of Acting Ensign H. C. Nields, who pulled to the spot where she sank and succeeded in saving 1 acting ensign, 8 men, and pilot. It is unnecessary for me to comment upon what he did. You know the situation under which he gallantly performed this duty. He delivered the men to the *Winnebago* and then joined the *Oneida* and asked for some duty. When the *Oneida* anchored, he rejoined me up the bay. At 7:40 the *Brooklyn* backed down the line, when the *Hartford* shot ahead, leading the fleet in past the forts. At this time a shell from the rebel gunboat *Selma* passed through this vessel into the forward storeroom, killing 1 man and wounding another and setting the ship on fire. By prompt action on the part of Acting Ensign G. E. Wing, in charge of powder division, we succeeded in extinguishing it. At 8:05 cast off from the *Hartford* and steamed

for the three rebel gunboats, who were annoying the fleet by a raking fire. They steamed up the bay, engaging us with their stern guns, of which they had three each. At 8:30 the *Gaines* retreated under cover of the fort, in a crippled condition. At 9 the *Morgan* hauled off to starboard, and at 9:10 the *Selma* struck her flag to this ship. I immediately dispatched a boat, in charge of Acting Master N. M. Dyer, to take charge of the prize and to send her captain and first lieutenant on board. He hoisted the American flag and reported Captain Murphey wounded and first lieutenant killed. He transferred 50 of her crew to this vessel, and at 9:50 Captain P. U. Murphey came on board and surrendered his sword and vessel. She had 5 killed and 10 wounded, including the captain, 2 of which have since died. The dead and wounded were attended to. The remainder of her crew and officers were sent to the *Port Royal*. Put engineers and firemen on board and steamed to the fleet, reporting the capture of the Confederate steamer *Selma*, which vessel mounted two IX-inch Dahlgren smoothbore, one 6½-inch rifle, and one 8½-inch smoothbore, all on pivot, with a crew, all told, of 94 men. I am much indebted to the executive officer, H. J. Sleeper, for his cool, prompt, and officer-like conduct. He is a valuable officer. For the efficient handling of the vessel I am much indebted to Acting Master N. M. Dyer, who had permission to go north on leave, but volunteered to remain to assist in the attack upon the forts.

Acting Ensign John White was cool and deliberate, working his rifle gun with good effect. Acting Master's Mates Goodwin and Miller performed their duties with promptness and zeal, making good shots with their IX-inch guns. Acting Third Assistant Engineer King, who was much exposed at the engine bell, never failed to pull the proper bell; and to the efficient arrangement of the engine department and the prompt answer to the bells I am indebted to First Assistant Engineer Atkins. The gunner, Mr. Lamien, attended in both shell rooms and magazines, forward and aft, and kept the guns more than supplied. I can not close this long report without calling your attention to Assistant Surgeon Payne, of this vessel. By his report we had 1 killed and 2 wounded. That evening there were placed on board this vessel some 60 badly wounded officers and men to be conveyed to Pensacola. He was untiring in his attention, watching and tending them at all times. He deserves especial mention for his great and successful exertions. This ship was struck 11 times, doing but little damage; shots mostly above the hull.

I herewith submit the reports of the executive officer and surgeon.

I am, very respectfully, your obedient servant,

JAS. E. JOUETT,
Lieutenant-Commander.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron.

[Enclosures.]

Ammunition consumed on board the U. S. S. Metacomet, August 5, 1864.

100-pounder: 25 charges powder (10 pounds); 15 shell, percussion; 10 shell, long, 5-second. IX-inch gun: 20 charges powder (10 pounds); 5 shell, 5-second; 10 shell, 10-second; 5 shot, grape; 2 shot, solid. 6 shot, solid (32 pounds); 100 primers, cannon. Howitzer: 5 charges

powder (1 pound); 5 shell, percussion; 5 fixed ammunition; 4 shrapnel; 2 shell, fixed ammunition.

I do certify that the above is a correct statement of ammunition consumed on the 5th day of August, 1864.

Very respectfully,

JAMES LAMEN,
Acting Gunner.

Lieutenant-Commander JAS. E. JOUETT.

Report of damages sustained by the U. S. S. Metacomet during the engagement of the 5th instant.

- 1 shell through starboard bow, exploding in the store room.
- 1 shell on port bow.
- 1 shot through foremast, cutting two forward shrouds, port side.
- 1 cutting off heads of fire-room ventilators.
- 1 through smokestack.
- 1 through escape pipe.
- 2 bursting in starboard paddle box.
- 1 through top of after pilot house.
- 1 cutting mainsail in two.
- 1 striking and bending the after quarter davit.

Very respectfully,

HENRY J. SLEEPER,
Executive Officer.

Lieutenant-Commander JAMES E. JOUETT.

Abstract steam log of the U. S. S. Metacomet, Lieutenant-Commander James E. Jouett, U. S. Navy, commanding.

Friday, August 5, 1864.—Off Mobile Bay. From midnight to 4 a. m.: Under banked fires. From 4 to 6 a. m.: Spread fires. At 4:40 working to bell, making fast to *Hartford*. Got underway at 5:45; went ahead slow. From 6 to 12 meridian: Steaming ahead slow. Crossed the bar at 6:15. At 7:30 slowed down to lower a boat. At 7:50 started steam pump on fire hose for twelve minutes, fire having broken out in ship's store room. At 8:05 run steam again on fire hose for eight minutes. At 8:12 cast loose from the *Hartford* and gave chase to three rebel gunboats. Slowed down and stopped at 9:10 alongside the rebel gunboat *Selma*. At 9:35 sent Assistant Engineer G. B. Rodgers and two second-class firemen on board the prize steamer *Selma*. Working to bell the rest of the watch. Received the following injuries in action: Two forward fire-room ventilators carried away; 1 shot through smokestack; guy ropes carried away; several paddle-wheel arms and braces carried away and a large piece of the hub broken off. From 12 to 4 p. m.: Working to bell. Went ahead 1 p. m. Stopped at 2:20 and came to anchor at the fleet. Banked fires. From 4 to 8 p. m.: Fires banked. Two second-class firemen returned on board from prize *Selma*.

Report of Captain Alden, U. S. Navy, commanding U. S. S. Brooklyn, with enclosures.

U. S. S. BROOKLYN,
Mobile Bay, August 6, 1864.

SIR: I have the honor to submit the following report of the part that this ship took in the action of yesterday with Fort Morgan, the rebel ram, and gunboats:

In accordance with your instructions and by signal, at 5:15 we got underway with the *Octorara* lashed on our port side, and proceeded toward the bar of Mobile entrance. After some little delay in waiting for the ships to form into line and for the ironclads to precede us, we steamed ahead and passed up the channel toward Fort Morgan, being the leading ship, closely followed by the admiral and the rest of the fleet in line of battle. At 6:15, when about one-half mile from the fort, the enemy opened fire upon us, which was immediately returned with the bow chasers (our two 100-pounder Parrotts). The action then commenced, the fire of the enemy being almost entirely directed at the wooden vessels, their ram (*Tennessee*) and gunboats soon joining in the fight. The starboard battery was opened on the fort as soon as the guns could be brought to bear. Our progress up the channel was slow, owing to our carrying, as directed, low steam, and the very deliberate movements of our ironclads, which occupied the channel close ahead of us. When we had arrived abreast of the fort, by a rapid and timely fire of grape their several batteries were almost entirely silenced. At this juncture I observed the ill-fated *Tecumseh*, which was then about 300 yards ahead of us and on our starboard bow, careen violently over and sink almost instantaneously. Sunk by a torpedo! Assassination in its worst form! A glorious though terrible end for our noble friends, the intrepid pioneers of that death-strewn path! Immortal fame is theirs; peace to their names. We were now somewhat inside of the fort, when shoal water was reported, and at the same time, as the smoke cleared up a little, a row of suspicious-looking buoys was discovered directly under our bows. While we were in the act of backing to clear them our gallant admiral passed us and took the lead. Getting headway again, as soon as possible we pushed up the channel at full speed in his wake, when the rebel ram was discovered making for the flagship, and at the same time throwing shot and shell at us, which inflicted considerable damage at and above the water line forward. The rebel gunboats having now taken shelter in shoal water, I cast off the *Octorara* from alongside and directed her to close in and assist the other gunboats in their attack upon them. The *Hartford* having steamed past the ram with her broadside playing upon him, the latter turned his attention to this ship and made for us, our 100-pounder Parrotts playing vigorously upon him. Continuing our course at full speed, and exchanging broadsides as we could bring our guns to bear, she missed us and just passed clear of our stern, only a few yards distant. We then gave her some parting blows with our 60-pounder Parrotts from the poop. At 8:50 anchored near the flagship, about 5 miles above the fort, the rebel gunboats firing a few shots at us at long range as we passed up. At about 9 a. m. the *Tennessee* was discovered standing for the fleet, and we, in company with the flagship and several other vessels, made toward him, firing solid shot from our bow chasers. When within a short distance the *Chickasaw* crossed our bows and prevented our ramming him. As soon as

the ram was clear of the last-named vessel he made directly at us, put our helm a-port and made at him with full speed; but seeing our torpedo catcher hanging under the bows and thinking it was a real torpedo (as an officer belonging to her has since told me), he put his helm hard up and avoided us, giving us some heavy shots in passing. Our shot (solid IX-inch with 13 pounds of powder) struck him repeatedly, but without any material effect, except one, which, as it is believed, carried away his smokestack. We then turned to try it again, but the ironclads had fairly engaged her, and shortly afterwards she surrendered.

The fleet here came to, near the former anchorage.

The surgeon's list of killed and wounded, together with the forward officers' report of injuries done to the ship by the enemy's shot, and the number of projectiles expended, etc., are herewith enclosed.

Lieutenant-Commander Lull, the executive officer, has at my request made a statement of some very interesting incidents, giving a list of men who most distinguished themselves during the action, which I take great pleasure in forwarding, with a hearty approval of it and the suggestions it contains. It will be seen that we have 54 casualties on board, 11 killed and 43 wounded. Many of the latter, I am happy to say, are slight. The list will not appear large when it is considered that we were nearly two hours under fire. Among the others we have to regret the loss of an officer, Acting Master's Mate William H. Cook, who was killed while bravely doing his duty, having already been wounded. By the carpenter's report it will be seen that the hull has received extensive and serious injuries, having been struck twenty-three times. Our mainmast is ruined, having been shot through and through the center three times between the cat-harpins and the deck, the shot holes being about equidistant from each other. Shot struck the other spars seven times, injuring some badly.

The boatswain's report shows the rigging to have been struck and cut in twenty-nine places, making an aggregate of some fifty-nine hits in the hull, rigging, and spars.

The number of projectiles expended is 183.

In conclusion, I must beg leave to state that as far as I can learn everyone did his duty nobly and well, and while the officers generally would seem to deserve some especial mention I must, from the nature of circumstances, confine my notice to those on whom devolved the more important duty of controlling and fighting the ship.

To my executive officer, Lieutenant-Commander E. P. Lull, my thanks are especially due, not only for his cool, steady bearing in the fight, but also for the efficient training of the crew, which have been together now less than three months, but displayed in the action the steadiness of veterans, fighting their guns almost as coolly as if they were at an ordinary exercise. Lieutenant Thomas L. Swann, the ordnance officer, had everything ready, and the working of his department was admirable. He was principally occupied during the action with the bow chasers. The other division officers, Captain Houston, of the marines, Lieutenant Charles F. Blake, Ensigns Cassell and Sigsbee, with their assistants, Master's Mates Duncan and Stevens, fought their guns nobly and well.

The powder division, under Acting Ensign Utter, could not have been conducted better.

Chief Engineer Kellogg's department worked beautifully.

Doctor Maulsby was fully prepared for the wounded, and extended to those unfortunates all the solicitude and care that a generous nature could dictate.

Ensign Pendleton, my aid and signal officer, afforded me great assistance, being always prompt and active in his duties.

To our pilot, Mr. Christopher Lawrence, great credit is due for the handsome manner he piloted the ship.

I ought to mention before closing this report that I was particularly pleased with the cheerful bearing and aid afforded me by Captain E. A. Denicke, of the Army Signal Corps, in watching and pointing out the effect of our shot in the batteries and upon the rebel ram and gunboats.

In accordance with your directions, I also send a separate report in regard to those men who were most conspicuous for good conduct and gallantry in the action. It is taken mostly from the report of Lieutenant-Commander Lull, the executive officer.

Congratulating you upon the handsome result of the day, I remain,
Very respectfully, your obedient servant,

JAMES ALDEN,
Captain.

Rear-Admiral D. G. FARRAGUT,
*Commanding West Gulf Blockading Fleet,
U. S. Flagship Hartford.*

U. S. S. BROOKLYN,
Mobile Bay, August 6, 1864.

SIR: The accompanying reports of the boatswain, gunner, and carpenter of the damages sustained by this ship and of the ammunition expended during our action of yesterday with the rebel forts and gunboats and with the ram *Tennessee* are respectfully forwarded. The sailmaker, being one of the wounded, is not able to make a report, but the damages in his department are, a number of cloths cut in the port head of the fore-topsail and considerable injury to the hammock cloths fore and aft.

One of the shots mentioned by the carpenter as wounding the rail of the topgallant forecastle struck directly under the breast of the bow, and had its force not been nearly spent, as is supposed by its having previously passed through some of the woodwork of the ironclad *Chickasaw*, it must inevitably have disabled the gun.

In the vicinity of No. 4 port, on the starboard side, in a space of about 8 feet square, five shot or shell passed through the side, and one shell struck the sheet anchor, which was stowed above this port, breaking the shank. The lower fluke was also broken off. The gun was entirely disabled. Acting Master's Mate [William H.] Cook and 3 men were killed, and Lieutenant Blake and 6 men wounded.

A shell which exploded on the berth deck forward killed or wounded every man at the two shell whips and those who were passing shell between them, also carrying away one whip. Acting Ensign Utter and his assistant, Sailmaker Brayton, rigged another whip and stationed new men to man it, and just as they were recommencing work a second shell exploded, again clearing away every man, this time including Mr. Brayton among the wounded, depriving us of the services of an active and very efficient officer.

Mr. Baker, the paymaster's clerk, performed very good service in the powder division, taking voluntary charge of the after shell whip, at which no officer was stationed, owing to our being short of officers.

Our chain cable, ranged up and down the starboard side, saved our boilers from one shot, and the sand bags upon the berth deck saved them from one if not two more.

The ship's company behaved remarkably well; so much so as to make it difficult to specify even conspicuous conduct without making a rather large list. But I beg to call to your especial attention the following cases mentioned by the division officers, many of which also fell under my own observation, and to request that you will recommend them for the medal of honor.

J. Henry Dennig, sergeant of marines; Michael Hudson, sergeant of marines; William M. Smith and Miles M. Oviatt, corporals of marines, for conspicuous good conduct at their guns.

Barnett Kenna, quartermaster, and William Ilalstead, coxswain, coolness, bravery, and skill in working their guns; their conduct was particularly meritorious.

Joseph Brown, quartermaster, and John Irlam, seaman, stationed at the wheel, behaved with great coolness and bravery, sending the other two men who were stationed with them to replace men who were disabled at the guns.

Edward Price, coxswain, great coolness and bravery under fire. His gun became disabled by the sponge breaking, leaving the head in the gun. He proceeded to clear it by pouring down powder into the vent and blowing the sponge head out.

Alexander Mack, captain of top, remarkable coolness and courage, was wounded and sent below, but immediately returned, took charge of his gun, remaining until he was again wounded twice and entirely disabled.

William Robinson, captain of top, activity, zeal, and skill displayed in handling his gun, as well as great courage.

William Nichols, quartermaster, perfect coolness and dexterity in handling his gun; always sure of his aim before he would consent to fire.

Nicholas Irving, seaman; John Cooper, coxswain; John Brown, captain forecandle, and John Irwin, coxswain, very conspicuous for bravery, skill, coolness, and activity at their guns.

William Blagden, ship's cook; William Madden, coal heaver; James Machon, boy; William H. Brown, landsman, and James Mifflin, engineer's cook, conspicuous for bravely performing their duty in the powder division at a point where the ship was riddled very much, and in the immediate vicinity of the shell whips, which were twice cleared of men by bursting shells.

James E. Sterling, coal heaver, bravery in remaining at his post when wounded, and passing shell until struck down a second time and completely disabled.

Richard Dennis, boatswain's mate, and Samuel W. Davis displayed much courage and coolness, the first in operating the torpedo catcher and assisting in working the bow chasers, and the latter in acting as a lookout for torpedoes and other obstructions.

Samuel Todd, quartermaster, conspicuous coolness at the "conn."

We have found upon our decks and extracted from the woodwork over 1,100 pounds of iron in the shape of 8, 9, and 10 inch solid shot

of rifle bolts, shells, and fragments of shells, all thrown at us by the enemy, a large amount as being at very close quarters. Nearly all their shot passed through and through us.

I have the honor to be, your obedient servant,

EDWARD P. LULL,
Lieutenant-Commander and Executive Officer.

Captain JAMES ALDEN,
Commanding U. S. S. Brooklyn.

U. S. S. BROOKLYN,
Mobile Bay, August 5, 1864.

SIR: I have to report the following as the damages inflicted upon this ship during our engagement of to-day with the rebel fort, Morgan, and the rebel gunboats:

1. Shot carried away a portion of the rail on topgallant forecastle directly under the breast of bow gun.

2. Shot passed directly through the stern, about 1 foot from water's edge.

3. Passed through the side, just under the bridle port; struck the deck above upon the opposite side, and shows in the waterway above.

4. Passed through the side just at the copper's edge, a little abaft the bridle port. Entered the store room, destroying a hanging knee and wounding a beam; did much damage to fixtures of store room; struck the opposite side, but did not penetrate.

5. Passed through side just forward of and under No. 2 port, and struck the galley.

6. Passed through side on berth deck, abreast of galley, destroying hanging knee.

7. Passed through the side diagonally about 2 feet above berth deck, passed out through opposite side.

8. Through side abreast forward hatch, destroying an air-port and a berth-deck hanging knee. Entered firemen's wash room, arrested by sand bags.

9. Under after port of fore channels, through side, destroying a berth-deck hanging knee and a force pump: wounded berth deck, cut starboard chain.

10. Four feet abaft No. 9, passed through side, destroying an air-port and two berth-deck hanging knees.

11. Passed through the side, and exploded in the dispensary, doing considerable damage.

12. Passed through side, through deck in second assistant engineer's room, and into main hold, doing much damage.

13. Through side, cutting main rail just abaft No. 2 port.

14. On the same level, through side about four feet abaft No. 13.

15. Struck and broke starboard sheet-anchor shank, cut main rail just over No. 4 port, passed through bottom of the launch, and destroyed forward shore of launch.

16. Through side just under No. 15, cutting through spar-deck waterway and carrying away the starboard truck of gun No. 3.

17. Carried away fluke of sheet anchor, cut through main rail, destroyed after shore of launch, and struck the breech of No. 5 gun port.

18. Passed through hammock netting, starboard side, just abaft No. 8 port, and passed out through opposite side.

19. Plunging shot passed through port hammock netting just forward of breaking poop.

20. Wounded top of hammock rail on starboard side between Nos. 8 and 9 ports; passed out through hammock netting on port side.

21. Followed the same course of 20, a few feet farther aft.

22. A ricochet shot struck poop deck, crushed it down, together with beam underneath, and ricocheted overboard; this shot killed 2 marines, carrying 1 overboard with it.

23, 24, 25. Three shots passed through the mainmast, ruining the mast. No. 25 also cut the truss band on starboard quarter of main yard, wounding the yard.

26. Apparently a fragment of shell entered the mainmast.

27. Wounding jib boom.

28. Passing along fore-topsail yard, destroyed port yardarm.

29. A raking shot from ram *Tennessee* struck and passed along port side, under the rail.

30. Carried away torpedo catcher. A shot passed through the dingey; a plank was started in the barge, supposed to have been by a splinter.

Respectfully submitted.

R. G. THOMAS,
Carpenter.

Lieutenant-Commander EDWARD P. LULL,
Executive Officer.

U. S. S. BROOKLYN,
Inside Mobile Bay, August 6, 1864.

SIR: I respectfully beg to report the damages sustained in the ordnance department of this ship during the engagement of the 5th instant, as follows, viz:

One 9-inch gun carriage, one 100-pounder elevating screw, one 100-pounder lock, one 60-pounder lock, entirely destroyed; one IX-inch breech sight, brass, damaged; one IX-inch breech sight, destroyed, one IX-inch gun carriage, slightly damaged; six IX-inch side tackles, destroyed; two IX-inch rammers, two IX-inch sponges, one IX-inch rolling handspike, one IX-inch ladle, one 100-pounder ladle.

I am, sir, most respectfully, your obedient servant,

JOHN QUEVEDO,
Acting Gunner.

[Lieutenant-Commander EDWARD P. LULL,
Executive Officer.]

U. S. S. BROOKLYN,
Mobile Bay, August 5, 1864.

SIR: In obedience to your order I respectfully submit the following report of damages done to rigging during the action of the 5th instant with Fort Morgan, rebel ram *Tennessee*, and gunboats *Selma*, *Morgan*, and *Gaines*, having made a careful examination of the same:

Jib and flying jib, martingale stays, and backstays shot away.

Port cat block shot away; also three deck stoppers.

Fore rigging, two shrouds, starboard, and one port, shot away. One shroud shot away in two places. Two dead-eyes, starboard fore rigging, shot away. Starboard fore-topsail halyards shot away. Port forebrace shot away. Port fore-topsail brace and block shot away. Starboard sheet-anchor shank broke, and fluke shot off. Port mainstay shot away. Main rigging, six shrouds, shot away, four starboard and two port. One dead-eye, port main rigging, shot away. Main lift and brace shot away. Maintopsail clewlines and buntlines shot away. Maintopmast rigging stranded. One shroud, mizzen rigging, shot away. One lanyard, port mizzen rigging, shot away. Starboard crossjack and mizzen-topsail brace shot away.

A shot passed through the topgallant and royal rigging, barricaded in the sick bay, and lodged in the port waterways. Starboard sheet chain shot away.

No doubt a great deal of the gear is cut, but how much can not be ascertained until broken out. Also the starboard bow chain shot away.

Very respectfully,

CHAS. A. BRAGDON,
Boatswain, U. S. Navy.

Lieutenant-Commander EDWARD P. LULL,
Executive Officer, U. S. S. Brooklyn.

U. S. S. BROOKLYN,
Inside Mobile Bay, August 6, 1864.

SIR: I respectfully report the expenditure of ordnance stores in this ship during the engagement of the 5th instant, as follows, viz:

100 10-pound charges (IX-inch), 32 13-pound charges (IX-inch), 37 10-pound charges (100-pounder), 14 6-pound charges (60-pounder), 50 5-second shells (9-inch), 25 10-second shells (9-inch), 20 stands of grape (9-inch), 37 solid shot (9-inch), 25 solid shot (100-pounder), 12 shell (Tice's concussion, 100-pounder), 12 solid shot (60-pounder), 2 shell (Tice's concussion, 60-pounder).

I am, sir, most respectfully, your obedient servant,

JOHN QUEVEDO,
Acting Gunner.

[Lieutenant-Commander EDWARD P. LULL,
Executive Officer.]

Report of Captain Alden, U. S. Navy, naming certain of the crew who distinguished themselves by gallantry.

U. S. S. BROOKLYN,
Mobile Bay, August 6, 1864.

SIR: In accordance with your instructions I herewith append a list of the crew who most distinguished themselves for gallantry and good conduct during the action with Fort Morgan and the rebel ram and gunboats. Feeling satisfied that they have earned that justly prized distinction, the medal of honor, I trust the Department will confer it upon them.

J. Henry Denig, sergeant of marines; Michael Hudson, sergeant of marines, and William M. Smith and Miles M. Oviatt, corporals of marines, for their conspicuous good conduct at their guns.

Barnett Kenna, quartermaster, and William Halstead, coxswain; coolness, bravery, and skill in the working of their guns. Their conduct was particularly meritorious.

Joseph Brown, quartermaster, and Joseph Irlam, seaman, stationed at the wheel, behaved with great coolness and bravery, sending the other two men who were stationed with them to replace men disabled at the guns.

Edward Price, coxswain; great coolness and bravery under fire. His gun became disabled by the sponge breaking, leaving the head in the gun. He proceeded to clear it by pouring down powder into the vent and blowing the sponge head out.

Alexander Mack, captain of top; activity, zeal, and skill displayed in handling his gun, as well as great courage. He was also severely wounded.

William Nichols, quartermaster; perfect coolness and dexterity in handling his gun, always sure of his aim before he would consent to fire.

Nicholas Irving, seaman; John Cooper, coxswain; John Brown, captain fore-castle, and John Irwin, coxswain; very conspicuous for bravery, skill, coolness, and activity at their guns.

William Blagden, ship's cook; William Madden, coal heaver; James Machon, boy; William H. Brown, landsman; James Mifflin, engineer's cook; conspicuous for bravely performing their duty in the powder division at a point where the ship was riddled very much and in the immediate vicinity of the shell whips, which were twice cleared of men by bursting shells. Brown was also wounded.

James E. Sterling, coal heaver; bravery in remaining at his post when wounded and passing shell until struck down a second time and completely disabled.

Richard Dennis, boatswain's mate, and Samuel W. Davis displayed much courage, bravery, and coolness, the first in operating the torpedo catcher and assisting in working the bow chaser, and the latter in acting as a lookout for torpedoes and other obstructions.

Samuel Todd, quartermaster; conspicuous coolness at the "conn."

I am, sir, very respectfully, your obedient servant,

JAMES ALDEN,
Captain.

Rear-Admiral D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

Order of Rear-Admiral Farragut, U. S. Navy, to the commandant navy yard, Pensacola, regarding a deserter from the U. S. S. *Brooklyn*, captured on the C. S. ram *Tennessee*.

FLAGSHIP HARTFORD,
Mobile Bay, August 3, 1864.

COMMODORE: Among the wounded prisoners sent to Pensacola, taken on the rebel ironclad *Tennessee* is one Thomas Thompson, who is said to be a deserter from the U. S. S. *Brooklyn*.

I send round Coxswain Lebbeus Simkins and Quartermaster William Strand, both of the *Richmond*, to identify the prisoner, who has assumed another name.

If identified, you will, so soon as he has recovered from his wounds, send the prisoner by the first vessel coming here, in order that he may be tried by court-martial.

Please send Simkins and Strand back by the *Cowslip*.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Commodore WM. SMITH,
Commandant Pensacola Navy Yard.

Abstract steam log of the U. S. S. Brooklyn, Captain James Alden, U. S. Navy, commanding.

Friday, August 5, 1864.—At 3 o'clock called all hands and prepared to get underway. Fires banked, distilling water for ship's use. At 5 o'clock spread fires, filled oil cups, and moved engines. At 5:12 a. m. placed all engineer's department at quarters. Hove up anchor and started ahead slow, with the U. S. gunboat *Octorara* lashed to our port side. At 5:40 beat to quarters for general action. The *Brooklyn* was heading up the channel, followed by the rest of the fleet. Moved the engine first slow, stopped and backed quite frequently in accordance with the bell signals from deck. From 7:15 to 7:30 close under and abreast the water batteries of Fort Morgan and receiving rapid and sharp firing from the batteries of the fort and from the rebel ram *Tennessee*. Under a brisk fire at intervals until out of the range of the enemy, and came to anchor in Mobile Bay at 8:05 a. m. Closed all outboard valves, etc., banked fires. At 9:15 spread fires, hove up anchor, and got underway to engage the rebel ram *Tennessee*, that was discovered making for the fleet. The machinery worked well and quickly in conformity with bell signals. The engagement closed at 10 o'clock with the surrender of the rebel ram. At 10:10 closed, came to anchor, closed all cocks and valves, and banked fires. The machinery and boilers received no damage whatever from the shots of the enemy. The chain cable and sand bags were effective in guarding them from being disabled from shots on three several occasions.

Killed in fire division, Anthony Dunn, second-class fireman, and Richard Burke, coal heaver. Wounded in fire division, John Dunn, mortally; Patrick McGowan, seriously, and John Maxwell, John R. Housel, James E. Sterling, and Barclay Reddington, slightly, all coal heavers. From 10:10 a. m. to 4 p. m., fires banked, distiller working. From 4 to 8 p. m., cleaned all fires. From 8 to midnight, fires banked.

MORTIMER KELLOGG,
Chief Engineer.

Order of Rear-Admiral Farragut, U. S. Navy, to Captain Jenkins, U. S. Navy, regarding Assistant Surgeon Bowles, C. S. Navy.

FLAGSHIP HARTFORD, *August 5, 1864.*

SIR: The admiral says that you can send Dr. Bowles, rebel surgeon, on board of the *Metacomet*, to go to Pensacola.

Respectfully,

P. DRAYTON,
Fleet Captain.

Captain T. A. JENKINS,
U. S. S. Richmond.

Report of Lieutenant-Commander Greene, U. S. Navy, commanding U. S. S. Octorara, transmitting additional reports.

U. S. S. OCTORARA,
Mobile Bay, August 6, 1864.

SIR: I have the honor to forward to you the various reports of damages and casualties on board.

I bear cheerful testimony to the good conduct of officers and men. Part of the latter volunteered to work one of the *Brooklyn's* guns, and although I have not yet heard of them from Captain Alden, I have every reason to believe they bore their part well.

To Acting Volunteer Lieutenant Urann, executive officer, I am much indebted for his zeal and efforts in having the ship ready to go under fire.

Acting Master Billings, a volunteer from the *Vincennes*, kept his post faithfully, and though quite severely hurt still remained.

To Acting Master Young, Acting Ensigns Dodge and McEntee, my thanks are due for their steadiness and promptness at their quarters.

The engineer department, under the charge of Mr. Shipman, acting chief engineer, was well attended to, and his subordinates' conduct met my approbation.

To Assistant Surgeon Dodge and Paymaster Pynchon, and in fact all, I tender my hearty thanks.

Very respectfully, your obedient servant,

C. H. GREENE,
Lieutenant-Commander.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron.

[Enclosures.]

U. S. S. OCTORARA,
Mobile Bay, August 5, 1864.

SIR: In obedience to your order of this day I have the honor to submit the following report of damages done this ship by shot in passing the fort this morning. They are as follows:

One shot in starboard bow, entering just in wake of 100-pounder rifle; one on port bow, abreast of foremast; one through each paddle box; two in foremast; one through smokestack, and one in mainmast, cutting two shrouds of main rigging; one through the gig alongside; one cut one shroud on starboard side; one cut one shroud on

port side; one cut pennant tackle on starboard side; one cut vang falls on starboard side; one struck and carried away awning frame on the stern; one went through ensign; one struck wheel on hurricane deck; one through boat on davit forward; one cut shroud on port side, forward; one shot in forward part of forward guard, starboard side; one through foresail.

Ammunition expended: Eight 10-pound charges for 100-pounder Parrott, and 8 solid shot for 100-pounder.

Most respectfully, your obedient servant,

WM. D. URANN,

Acting Volunteer Lieutenant and Executive Officer.

Lieutenant-Commander C. H. GREENE.

U. S. S. OCTORARA,

Mobile Bay, August 5, 1864.

SIR: In obedience to your order of this day I have the honor to submit the following report of damages done to the engineer's department of this vessel during the action of the morning. They are as follows, viz:

Three shots through the starboard wheel, carrying away a portion of three inner rings and three arms; one shot through the smoke pipe of boilers, about 20 feet above the hurricane deck.

Most respectfully, your obedient servant,

WM. W. SHIPMAN,

Acting First Assistant Engineer, in Charge.

Lieutenant-Commander C. H. GREENE,

Commanding.

Report of Rear-Admiral Farragut, U. S. Navy, transmitting additional report of Captain Jenkins, U. S. Navy.

No. 353.]

FLAGSHIP HARTFORD,

Mobile Bay, August 17, 1864.

SIR: I have the honor to forward herewith an additional report of Captain Jenkins, in connection with the engagement of the 5th instant, which was not received in time to accompany my detailed dispatch No. 343.

Lieutenant-Commander Gherardi's conduct is referred to in this report in high terms.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Commanding West Gulf Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Report of Captain Jenkins, U. S. Navy, commanding U. S. S. Richmond, in commendation of officers and crew.

U. S. S. RICHMOND,
Mobile Bay, August 5, 1864.

SIR: It is my agreeable duty to report that the officers and crew of this ship have without exception shown an unsurpassed zeal in preparing this ship for battle, and a coolness and courage in conflict with the enemy that has won my admiration and thanks.

I have the honor to be, very respectfully, your obedient servant,
THORNTON A. JENKINS,
Captain.

Rear-Admiral D. G. FARRAGUT,
Comdg. West Gulf Squadron, Flagship Hartford, Mobile Bay.

Report of Captain Jenkins, U. S. Navy, commanding U. S. S. Richmond, regarding slight casualties.

U. S. S. RICHMOND,
Mobile Bay, August 5, 1864.

SIR: I have the honor and very great pleasure to report that in the action this forenoon with the batteries at Fort Morgan and the rebel ram *Tennessee* this ship has received no serious damage and there were no persons killed. Two men were wounded, but not seriously, and the ship struck a number of times in the hull and rigging.

I am, very respectfully, your obedient servant,
THORNTON A. JENKINS,
Captain.

Rear-Admiral D. G. FARRAGUT,
Comdg. West Gulf Blockading Squadron, Flagship Hartford.

Report of Captain Jenkins, U. S. Navy, commanding U. S. S. Richmond, regarding the expenditure of ammunition.

U. S. S. RICHMOND,
Mobile Bay, August 8, 1864.

SIR: I have the honor respectfully to submit the following report of the ammunition expended in the attack on the morning of the 5th instant upon Fort Morgan and its water batteries and subsequently upon the late rebel ironclad casemated steamer *Tennessee*, viz:

In approaching toward and steaming from Fort Morgan and batteries: Forty 10-second fuze, IX-inch shell; 30 15-second fuze, IX-inch shell.

Abreast of the fort and batteries: Sixty IX-inch shell with 5-second fuzes; 16 100-pounder rifle concussion shell; 9 100-pounder rifle solid shot; 14 30-pounder rifle concussion shell; 2 30-pounder rifle solid shot; 5 12-pounder howitzer (heavy) shell; from main top into the water battery; 10 12-pounder howitzer (light) shell, from foretop into the water battery; 4 12-pounder howitzer (light) shrapnel, from foretop into the water battery.

Ironclad *Tennessee*: One IX-inch solid shot, with 13-pound charge, fired at the rebel ironclad *Tennessee* at the distance of about 400 yards;

32 solid shot, with 13-pound charges, fired at the rebel ironclad *Tennessee* at distances varying from 50 to 200 yards and embracing a period of about twenty minutes time.

One hundred and fifty-five 10-pound charges expended for IX-inch and 100-pounder rifle guns; 30 3 $\frac{1}{4}$ -pound charges for 30-pounder rifle; 33 13-pound charges.

The exact number of rifled musket shots fired into the *Tennessee's* ports is not known.

I am, very respectfully, your obedient servant,
 THORNTON A. JENKINS,
Captain.

Rear-Admiral D. G. FARRAGUT,
Commander in Chief, West Gulf Squadron.

Report of Captain Jenkins, U. S. Navy, commanding U. S. S. Richmond, commending the good conduct of Pilot William Stewart.

U. S. S. RICHMOND,
Mobile Bay, August 8, 1864.

SIR: I beg leave to invite your special attention to the coolness, courage, and good conduct of Mr. William Stewart, the pilot who brought this ship, under my command, with the *Port Royal* lashed to her on the port side, into this bay on the 5th instant, in the actions with the rebel forts and fleet.

No one could have behaved better than Mr. Stewart did during the whole of the engagement.

He is an old man-of-warman, having served in the U. S. ships *Decatur*, *Porpoise*, *Potomac*, *Raritan*, *Cumberland*, and *Cyane*, and served three years in the navy yard at Pensacola. He was present and assisted in the captures of Tuspan, Alvarado, and Tabasco, in Mexico, during the war with that country.

I am, very respectfully, your obedient servant,
 THORNTON A. JENKINS,
Captain, Comdg. Second Division Western Gulf Squadron.

Rear-Admiral D. G. FARRAGUT,
Commanding Western Gulf Squadron, Flagship Hartford.

Report of Captain Jenkins, U. S. Navy, commanding U. S. S. Richmond, naming certain petty officers and seamen especially entitled to the commendation of the Department.

U. S. S. RICHMOND,
Inside of Mobile Bay, August 10, 1864.

SIR: In my report of the 5th instant I expressed my great admiration of and thanks for the cool and courageous conduct of every officer and of every man serving on board of this ship in the terrible conflict with the rebel batteries at Fort Morgan, the ironclad *Tennessee*, and gunboats *Selma*, *Morgan*, and *Gaines* on the morning of that day.

I consider it, however, but an act of plain and simple duty on my part to go further now, and respectfully invite your attention, and that of the Department through you, to the highly meritorious conduct of

the undermentioned petty officers and seamen on board of this ship, who exhibited on that memorable occasion, and in conflict with the rebels previously, a will and determination and set an example to their shipmates and messmates worthy, in my opinion, of the highest commendation.

1. William Densmore, chief boatswain's mate, is recommended for coolness and good conduct as captain of a gun in the action in Mobile Bay on the morning and forenoon of August 5, 1864. He has been in the naval service twelve years, was on board of the sloop of war *St. Louis*, blockading off Pensacola and the Head of the Passes of the Mississippi until the expiration of his term of service in 1861; reshipped the same year and joined the *Brooklyn*; was in the actions with Forts Jackson and St. Philip, and with the rebel ironclads and gunboats below New Orleans; was in the action with the Chalmette batteries, present at the surrender of New Orleans, and on board the *Brooklyn* in the attacks upon the batteries below Vicksburg in 1862; joined the *Richmond* in September, 1863.

2. Adam Duncan, boatswain's mate, is recommended for coolness and good conduct as captain of a gun in the action in Mobile Bay in the morning and forenoon of August 5, 1864. He has been six years in the naval service; was on board the *Brooklyn* in the actions with Forts Jackson and St. Philip and with the rebel ironclads and gunboats below New Orleans; was in the action with the Chalmette batteries; present at the surrender of New Orleans, and on board of the *Brooklyn* in the attack upon the batteries below Vicksburg in 1862; joined the *Richmond* in September, 1863.

3. Charles Deakin, boatswain's mate, is recommended for coolness and good conduct as captain of a gun in the action in Mobile Bay on the morning and forenoon of August 5, 1864. He deserves special notice for his good example and zeal in going to and remaining at his quarters during the whole of the action, although quite sick. He has been in the naval service six years; was on board the *Brooklyn* in the action with Forts Jackson and St. Philip and with the rebel ironclads and gunboats below New Orleans; was in the action with the Chalmette batteries, present at the surrender of New Orleans, and on board the *Brooklyn* in the attack upon the batteries below Vicksburg in 1862; joined the *Richmond* in September, 1863.

4. Cornelius Cronan, chief quartermaster, is recommended for coolness and close attention to duty in looking out for signals and steering the ship in the action in Mobile Bay on the morning and forenoon of August 5, 1864. He has been in the naval service eight years; joined the *Brooklyn* December, 1861; was in the actions with the Forts Jackson and St. Philip and with the rebel ironclads and gunboats below New Orleans; was in the action with the Chalmette batteries, present at the surrender of New Orleans, and in the attack on the batteries below Vicksburg in 1862; joined the *Richmond* in September, 1863.

5. William Wells, quartermaster, is recommended for coolness and close attention to duty as leadsman and lookout in the action in Mobile Bay on the morning and forenoon of August 5, 1864; joined the *Brooklyn* September, 1861; was in the action with Forts Jackson and St. Philip and with the rebel ironclads and gunboats below New Orleans and on board of the *Brooklyn* in the attack upon the batteries below Vicksburg in 1862. He received two wounds in the left leg and a severe one in the head in the engagement with Forts Jackson and St.

Philip April 24, 1862, the latter causing "opacity of the cornea and loss of vision of the right eye," as certified by the surgeon of the *Brooklyn*; joined the *Richmond* in September, 1863.

6. Hendrick Sharp, seaman, is recommended for coolness and courage as captain of 100-pounder rifle gun on topgallant fore-castle in the action in Mobile Bay on the morning and forenoon of August 5, 1864. He fought his gun when under the hottest fire from the enemy's batteries at short range with a coolness and effectiveness that won not only the admiration of the commanding officer of the division but of all others who had opportunity to observe him. He has been in the naval service thirty-two years; joined the *Richmond* at Norfolk when first put in commission, 27th September, 1860. At the expiration of his term of service in 1863 reshipped for the period of three years. He was in action on board the *Richmond* with the rebels at the Head of the Passes of the Mississippi; at the bombardment of Fort McRee, at Pensacola, which lasted an entire day, when he received a severe splinter wound in the left hand, which permanently disabled two of his fingers, and notwithstanding the severity of the wound, as soon as it was dressed by the surgeon he returned to his gun without the permission of the surgeon and persisted in remaining at his quarters, using his right hand until the action ceased. He was in the actions with Forts Jackson and St. Philip and with the rebel ironclads and gunboats below New Orleans; in action with the Chalmette batteries, present at the surrender of New Orleans, fought the batteries at Vicksburg twice; was in the memorable attack on Port Hudson on the 14th of March, 1863; was captain of a IX-inch gun on the naval IX-inch gun battery commanded by Lieutenant-Commander Edward Terry, placed in rear of Port Hudson during the siege of that place in 1863. He was also captain of a gun in the naval battery established at Baton Rouge and commanded by Lieutenant-Commander Edward Terry, after the repulse of the army and the death of General Williams at that place.

7. Walter B. Smith, ordinary seaman, is recommended for coolness and good conduct at the rifle 100-pounder on the topgallant fore-castle, and for musket firing into the gun ports of the rebel ironclad *Tennessee* in the action in Mobile Bay on the morning and forenoon of August 5, 1864. He was on board of the U. S. S. *Hatteras* when that vessel was sunk by the piratical vessel commanded by the notorious Semmes, off Galveston. Joined the *Richmond* after having been exchanged September, 1863, and his conduct on board of the ship has been of the most exemplary kind.

8. George Parks, captain of fore-castle, is recommended for coolness and good conduct in the action in Mobile Bay on the morning and forenoon of August 5, 1864. He joined the *Richmond* September, 1860; reshipped October, 1863; was in the actions with Fort McRee, with the rebel vessels at the Head of the Passes of the Mississippi, in passing Forts Jackson and St. Philip, the Chalmettes, twice before Vicksburg batteries; at Port Hudson; was captain of a gun in the naval IX-inch gun battery at the siege of Port Hudson, and present at the surrender of New Orleans.

9. Thomas Hayes, coxswain, is recommended for coolness and good conduct as captain of No. 1 gun in the action in Mobile Bay on the morning and forenoon of August 5, 1864. He was on board the *Brooklyn* in the actions with Forts Jackson and St. Philip, and the ironclads and gunboats below New Orleans; with the Chalmette bat-

tery, batteries below Vicksburg, and was present at the surrender of New Orleans.

10. Lebbous Simkins, coxswain, is recommended for coolness and courage in the action in Mobile Bay on the morning and forenoon of August 5, 1864. He joined the *Brooklyn* in January, 1861; was in the actions with Forts Jackson and St. Philip, and the rebel ironclads and gunboats below New Orleans, Chalmette batteries, batteries below Vicksburg, and present at the surrender of New Orleans; joined the *Richmond* October, 1863.

11. Oloff Smith, coxswain, is recommended for coolness and good conduct in the action in Mobile Bay on the morning and forenoon of August 5, 1864. He was on board the *Richmond* in the actions with Fort McRee, at the Head of the Passes of the Mississippi, with the Forts Jackson and St. Philip, the rebel ironclads and gunboats below New Orleans, the Chalmette batteries, twice with the batteries at Vicksburg, in attempting to pass, and at the siege of Port Hudson, and present at the surrender of New Orleans. He has been coxswain on board of the *Richmond* for twenty consecutive months.

12. Alexander H. Truett, coxswain, is recommended for coolness and good conduct in the action in Mobile Bay on the morning and forenoon of August 5, 1864. He was in the actions with Forts Jackson and St. Philip, the Chalmette batteries, the rebel ironclads and gunboats below New Orleans, the batteries below Vicksburg, and was present at the surrender of New Orleans. He was present at and assisted in the capture of the piratical steamers *Miramón* and *Marquis de la Habana* in March, 1860, near Vera Cruz.

13. Robert Brown, captain of top, is recommended for coolness and good conduct in the action in Mobile Bay on the morning and forenoon of August 5, 1864. He was on board the *Westfield* in the actions with Forts Jackson and St. Philip, the Chalmettes, and present at the surrender of New Orleans. Also with the batteries at Vicksburg. Joined the *Richmond* in September, 1863.

14. John H. James, captain of top, is recommended for coolness and good conduct as captain of a gun in the action in Mobile Bay on the morning and forenoon of August 5, 1864. He came off the sick list at the commencement of the action, went to his quarters, and fought his gun well during the entire action. He was in the actions with Forts Jackson and St. Philip, the rebel ironclads and gunboats below New Orleans, the Chalmettes, the batteries below Vicksburg, and present at the surrender of New Orleans. Joined the *Richmond* September, 1863.

15. Thomas Cripps, quartermaster, is recommended for coolness and good conduct as captain of a gun in the action in Mobile Bay on the morning and forenoon of August 5, 1864. He was in the *Brooklyn* in the actions with Forts Jackson and St. Philip, the Chalmettes, batteries below Vicksburg, and present at the surrender of New Orleans. Joined the *Richmond* in September, 1863.

16. John Brazell, quartermaster, is recommended for coolness and good conduct in the action in Mobile Bay on the morning and forenoon of August 5, 1864. He was in the *Brooklyn* in the actions with Forts Jackson and St. Philip, the Chalmettes, batteries below Vicksburg, and present at the surrender of New Orleans. Joined the *Richmond* in September, 1863.

17. James H. Morgan, captain of top, is recommended for coolness and good conduct as captain of a gun in the action in Mobile Bay

on the morning and forenoon of August 5, 1864. He joined the *Colorado* in May, 1861. Volunteered for the U. S. S. *Mississippi*, was in actions with Forts Jackson and St. Philip, the Chalmettes, Vicksburg, Port Hudson, and present at the surrender of New Orleans. Was on board the *Ironsides* at Charleston. Joined the *Richmond* in October, 1863.

18. John Smith, 2d, captain of top, is recommended for coolness and good conduct as captain of a gun in the action in Mobile Bay on the morning and forenoon of August 5, 1864. He was on board the *Varuna* when she was sunk by the rebel vessels after passing Forts Jackson and St. Philip, and transferred to the *Brooklyn*, and was in the action with the batteries below Vicksburg. He joined the *Richmond* in September, 1863.

19. James B. Chandler, coxswain, is recommended for coolness and good conduct in the action in Mobile Bay on the morning and forenoon of the 5th August, 1864. He deserves special notice for having come off the sick list and going to and remaining at his quarters during the entire action. Joined the *Brooklyn* in November, 1861; was in the actions with Forts Jackson and St. Philip, the Chalmettes, batteries below Vicksburg, and present at the surrender of New Orleans. Joined the *Richmond* in September, 1863.

20. William Jones, captain of top, is recommended for coolness and good conduct as captain of a gun in the action in Mobile Bay on the morning and forenoon of August 5, 1864. Joined the *Dacotah* in September, 1861, and was on board the *Cumberland* when sunk by the *Merrimack* at Newport News. Joined the *Richmond* in September, 1863.

21. William Doolan, coal heaver, is recommended for coolness and good conduct and for refusing to leave his station as shot and shell passer, after having been knocked down and badly wounded in the head by splinters, and upon going to quarters the second time he was found at his station "nobly doing his duty," in the action of Mobile Bay on the morning and forenoon of August 5, 1864. He was in Fort Pickens when it was bombarded by the rebels, was on board the *Brooklyn* in the actions with Forts Jackson and St. Philip, the Chalmettes, the rebel ironclads and gunboats below New Orleans, the batteries below Vicksburg, and present at the surrender of New Orleans.

22. James Smith, 1st, captain of fore-castle, is recommended for coolness and good conduct as captain of a gun in the action in Mobile Bay on the morning and forenoon of August 5, 1864.

23. Hugh Hamilton, coxswain, is recommended for coolness and good conduct in the action in Mobile Bay on the morning and forenoon of August 5, 1864. Was in the actions with Forts Jackson and St. Philip, the Chalmettes, the rebel ironclads and gunboats below New Orleans, the batteries below Vicksburg, present at the surrender of New Orleans. Joined the *Richmond* in October, 1863.

24. James McIntosh, captain of top, is recommended for coolness and good conduct in the action in Mobile Bay on the morning and forenoon of August 5, 1864. He was present and assisted in the capture of the batteries at Hatteras Inlet, and on board the *Cumberland* when she was sunk by the *Merrimack* at Newport News. Joined the *Richmond* in September, 1863.

25. William M. Carr, master at arms, is recommended for coolness, energy, and zeal in the action in Mobile Bay on the morning and forenoon of August 5, 1864. Volunteered to direct, under the orders of

the commander of the division, the passing of shells from the shell room, in addition to his duties connected with the care of lights, which he performed most satisfactorily. Has been master at arms on board the *Richmond* since September, 1860. Was in the action with Fort McRee, at the Head of the Passes of the Mississippi, Forts Jackson and St. Philip, the Chalmettes, the rebel ironclads and gunboats below New Orleans, Vicksburg, Port Hudson, and present at the surrender of New Orleans.

26. Thomas Atkinson, yeoman, is recommended for coolness and energy in supplying the rifle ammunition, which was under his sole charge, in the action in Mobile Bay on the morning and forenoon of August 5, 1864. He was a petty officer on board the U. S. frigate *Congress* with me in 1842-1846; was present and assisted in capturing the whole of the Buenos Ayrean fleet by that vessel off Montevideo. Joined the *Richmond* in September, 1860; was in the actions with Fort McRee, the Head of the Passes of the Mississippi, Forts Jackson and St. Philip, the Chalmettes, the rebel ironclads and gunboats below New Orleans, Vicksburg, Port Hudson, and at the surrender of New Orleans.

27. David Sprowles, orderly sergeant of marine guard, is recommended for coolness and for setting a good example to the marine guard, working a division of great guns in the action in Mobile Bay on the morning and forenoon of August 5, 1864. Joined the *Richmond* September 27, 1860; was in the actions with Fort McRee, the Head of the Passes of the Mississippi, Forts Jackson and St. Philip, the Chalmettes, the rebel ironclads and gunboats below New Orleans, Vicksburg, Port Hudson, and present at the surrender of New Orleans. He had been in the service twenty-eight years.

28. Andrew Miller, sergeant of marines, is recommended for coolness and good conduct as captain of a gun in the action in Mobile Bay on the morning and forenoon of August 5, 1864. Was on board the *Brooklyn* in the actions with Forts Jackson and St. Philip, the Chalmettes, the rebel ironclads and gunboats below New Orleans, batteries below Vicksburg, and present at the surrender of New Orleans.

29. James Martin, sergeant of marines, is recommended for coolness and good conduct as captain of a gun in the action in Mobile Bay on the morning and forenoon of August 5, 1864. Was in the actions with the Forts Jackson and St. Philip, the Chalmettes, the rebel ironclads and gunboats below New Orleans, Vicksburg, Port Hudson, and present at the surrender of New Orleans on board the *Richmond*.

I am, respectfully, your obedient servant,

THORNTON A. JENKINS,
Captain.

Rear-Admiral D. G. FARRAGUT,
*Commanding West Gulf Squadron,
Flagship Hartford, Mobile Bay.*

Report of Captain Jenkins, U. S. Navy, regarding the able cooperation of Lieutenant-Commander Gherardi, U. S. Navy, commanding U. S. S. Port Royal.

U. S. S. RICHMOND,
Inside of Mobile Bay, August 5, 1864.

SIR: I have the honor to report that in obedience to your general order and plan of battle for attacking Fort Morgan and the rebel

fleet, Lieutenant-Commander Bancroft Gherardi, commanding the U. S. S. *Port Royal*, reported himself with his vessel to me ready for action a little after daylight this morning.

The *Port Royal* was lashed on the port side of this vessel with her stern pivot gun sufficiently far aft of the quarter of this ship to enable it to be used against the enemy as effectively as one of my own broad-side guns.

To Lieutenant-Commander Gherardi I am greatly indebted for his cool and courageous conduct, from the moment the attack commenced to the time that his vessel was cast off by my order to go in chase of the enemy's three wooden gunboats, the *Morgan*, *Gaines*, and *Selma*. My orders on board of this ship to the helmsman and to the officer stationed at the engine bell were repeated by him on board of his own vessel, and the soundings passed from his vessel to this with a coolness and clearness of voice that could but excite my admiration.

The after pivot gun of the *Port Royal* (the only one that could be brought to bear upon the enemy's batteries from that vessel) was worked most effectively.

I am, very respectfully, your obedient servant,
 THORNTON A. JENKINS,
Captain.

Rear-Admiral D. G. FARRAGUT,
*Commanding West Gulf Blockading Squadron,
 Inside of Mobile Bay.*

Report of Captain Jenkins, U. S. Navy, commanding U. S. S. *Richmond*, in response to request from the Bureau of Ordnance regarding the firing from the vessels.

U. S. S. *RICHMOND*, *October 1, 1864.*

SIR: I have the honor respectfully to submit this report in reply to your order of the 26th ultimo, directing that the information called for by the following extract from a communication from the Bureau of Ordnance be furnished to you, viz: The result of the firing on board their ships, and to state freely and fully whether they discovered anything in the service of the guns, magazine, shell rooms, or in the projectiles used which was in the slightest degree imperfect or requiring modifications.

In regard to the firing from this ship, in the actions with Fort Morgan and its outlying batteries, and with the late rebel ironclad steamer *Tennessee* on the morning and forenoon of August 5, 1864, I have to state that there were fired from nine IX-inch broadside, one IX-inch and one 100-pounder rifle guns on the topgallant forecastle, and two 30-pounder rifles on the poop deck of this vessel into Fort Morgan and its batteries the following projectiles, viz:

One hundred and ten IX-inch shell and shrapnel, with navy and Bormann time fuzes; 16 100-pounder rifle concussion fuze shells; 9 100-pounder rifle solid shot; 44 30-pounder rifle concussion shells; 2 30-pounder rifle solid shot; 19 12-pounder rifle howitzer shells from the fore and main tops.

The most of these projectiles were fired at distances varying from 300 to 700 yards from the light-house battery, water battery, and the barbette batteries of the main work, embracing a period of from twenty-five to forty minutes.

The heavy concentrated fire into this fort and batteries from the three leading ships (*Brooklyn*, *Hartford*, and *Richmond*) prevented the arrival at any correct opinion as to the effect of particular projectiles or guns. The general result, however, was the early abandonment by the enemy of his guns. The men stationed at the lighthouse and water batteries were plainly seen leaving their stations for cover. Soon after the three leading ships opened, and for a period of ten or fifteen minutes, while this ship was lying close under the lighthouse and water batteries, not a shot was fired at us as far as could be discovered.

The howitzers in the tops, from the elevated positions and proximity to the open batteries, did most effective service so long as there were any men in the enemy's batteries.

One IX-inch solid shot, with 13-pound charge, was fired at the rebel steamer *Tennessee*, distant about 400 yards. Thirty-two IX-inch solid shot, with heaviest charges, and 6 100-pounder rifle solid shot were also fired at distances varying from 200 yards to 50 yards without any other visible effect than that of knocking away the woodwork placed on the outer projection of the deck or overhang of that vessel, and in preventing the enemy from firing his guns with any degree of accuracy, this latter being verified by the fact that the *Tennessee* fired three shot almost simultaneously, when nearly abeam at not more than 75 yards distant from this ship, without striking her. Nearly all the shot fired at the *Tennessee* from this ship were seen to strike the overhang or casemate and glance off without inflicting any perceptible injury to the plating.

In the bombardment of Fort Morgan on the 22d August last, the firing, in obedience to orders, was confined to the three rifle guns on board. The firing was generally good and effective. Of the projectiles used for the 100-pounder rifle on that day twenty of them were fitted with Tice's fuzes, which performed well. The navy and Bormann fuzes, used in both actions, seldom failed, so far as was observed.

In reply to that part of the enquiry relating to the service of the guns, magazines, shell rooms, etc., I have to say that this ship having been in commission for the whole of the four years last past, and for more than a year of that time, previous to the attack on Mobile, under my command, with the able assistance of the executive officer, Lieutenant-Commander Edward Terry, all the necessary and practicable appliances for facilitating while in action and insuring a rapid and ample supply of powder and projectiles had been introduced and practiced on board long prior to the action of the 5th of August.

I am, very respectfully, your obedient servant,

THORNTON A. JENKINS,
Captain.

Rear-Admiral D. G. FARRAGUT,
*Commanding Western Gulf Squadron,
Flagship Hartford, Mobile Bay.*

Abstract steam log of the U. S. S. *Richmond*, Captain Jenkins, U. S. Navy, commanding.

Friday, August 5, 1864.—From midnight to 4 a. m.: Fires banked; blew water out of auxiliary boiler, ran water up in same, and started fire at 1. Auxiliary steam pump on the bilges; opened steam stop

valves at 3:05; spread fires at 3:45. From 4 to 10:30 a. m.: Beat to general quarters preparatory to going into action at the passage of Forts Morgan and Gaines off Mobile Bar. Got underway at 5:30. At 7:05 Fort Morgan opened fire. At 7:30 the battle commenced. At 7:35 the monitor *Tecumseh* sunk. Stopping engines, starting, backing, and filling during the engagement. At 9:30 the rebel ram *Tennessee* steamed toward the fleet. At 9:35 opened fire and at 10 surrendered to the fleet. At 10:25 anchored, and at 10:30 piped down, engines and boilers working well, with water on forward crank pin. From 10:30 to meridian fires banked. From meridian to 4 p. m. fires banked; hauled fire and blew down water in auxiliary boiler at 6:30. From 8 p. m. to midnight: Second Assistant Engineer J. D. Ford, Second-Class Fireman Edward Reilley, and Coal Heaver George Simpson ordered to report for duty on board the prize ram *Tennessee*, by order of Chief Engineer Jackson McElmell; heavy banked fires.

NOTE.—The time consumed in backing, going ahead slow, and lying still while close under the batteries was twenty-five minutes.

JACKSON McELMELL.

Report of Lieutenant-Commander Gherardi, U. S. Navy, commanding U. S. S. *Port Royal*.

U. S. S. *PORT ROYAL*,
Mobile Bay, August 7, 1864.

SIR: I have the honor to inform you that on the morning of the 5th instant I took my position on the port side of the U. S. S. *Richmond* as her consort. I was able to open fire but twice, once as the rebel ironclad *Tennessee* passed down the line; the second time as we kept away on a northwest course I was able to bring the X-inch pivot gun to bear on Fort Morgan and the rifled guns to bear on Fort Gaines.

I am, very respectfully, your obedient servant,

BANCROFT GHERARDI,
Lieutenant-Commander.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron.

Report of Captain Marchand, U. S. Navy, commanding U. S. S. *Lackawanna*, transmitting reports of casualties.

U. S. STEAM SLOOP *LACKAWANNA*,
Mobile Bay, August 5, 1864.

SIR: I have the honor to report that about sunrise to-day this ship was gotten underway, and the *Seminole* lashed on the port side, our position being in the center of the line of battle, we crossed the bar and, following close on the leading vessels, stood up the channel, and as soon as our guns could be brought to bear a fire was opened on Fort Morgan with shells and continued until passing it, when the *Seminolé* was cast off.

Soon after the fleet had passed the Middle Ground the rebel ironclad *Tennessee* commenced approaching with the design of attacking our vessels; and in obedience to your signal I started under the heaviest headway to run her down, and succeeded in striking her at right

angles at the after end of the casemate. The concussion was great, but the effect on her was only a heavy list, while our stem was cut and crushed to the plank ends for a distance of 3 feet above the water edge to 5 feet below, and causing a considerable leak in forward storeroom and peak. Fortunately our yards and topmasts were down, otherwise they, in all probability, would have been carried away by the concussion, which caused the ship to rebound and the stern of the *Tennessee* to recede. Some panic must have existed on board the enemy, as they fired but two guns through our bows. After striking, the two swung head and stern alongside of each other, and as our guns had been pivoted for the opposite side we succeeded in discharging but one IX-inch shell, that struck one of the enemy's port shutters, which was distant about 12 feet, destroying it and driving some of the fragments into her casemate. A few of the enemy were seen through their ports, who, using most opprobrious language, our marines opened upon them with ruskets; even a spittoon and a holystone were thrown at them from our deck, which drove them away. Upon separating from the *Tennessee* our helm was put hard over to make another attempt at running the enemy down, but our great length and the shallowness of the water caused us to turn so slowly that we had not gotten round until again among our fleet, and unfortunately we collided with the flagship which was running toward the *Tennessee*, although every exertion was used to prevent it by backing. By this accident two of the quarter-deck ports of the *Hartford* were knocked into one, without this ship sustaining any injury. After the collision with the flagship, I again started to run down the *Tennessee*, but while still at a distance she surrendered to our fleet.

Our loss throughout the day was 4 killed and 35 wounded.

Herewith I send the reports of the surgeon, engineer, and board of officers on the injuries and expenditures.

Under no circumstances could more coolness and bravery have been shown by the crew.

I can not express my deep feeling for the undaunted courage and the aid given me by all the officers.

Second Lieutenant Myron Adams, of the Army Signal Corps, with two assistants, were on board, and great credit is due them for their promptness in transmitting signals.

Very respectfully, your obedient servant,

J. B. MARCHAND,
Captain.

Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron.

[Enclosures.]

U. S. STEAM SLOOP LACKAWANNA,
Mobile Bay, August 6, 1864.

SIR: In obedience to your order of the 5th instant, we, the undersigned, have held a strict and careful survey on this ship and find the damages herewith stated to have resulted from the action of the 5th instant.

That there are five shot holes through the hull of ship, two of which are 18 inches above water line, and damages resulting therefrom are as

follows: Timber, planking, and ceiling badly cut up. Spirketing in wake of fore rigging and on each side of ship shot away. Port forward hammock-netting rail shot away and panel work much injured. Port sheet cable bitts splintered the entire length, and iron casing completely shattered. Two stanchions of fore life rail entirely shot away; also one-fourth of foremast and after part, and 18 inches above deck. Water-closets and bulkheads broken down, several hatch gratings much injured, and port-swinging boom broken in two.

Between decks we find stanchion, two carlines, hanging knee, water-pipe connecting with condenser, and jackstay shot away. Several spar-deck beams, coal chute, starboard sheet cable bitt, bulkheads, and doors to fire room and forward officers' quarters badly injured with fragments of shell. Dispensary very much shattered, berth-deck ladder and two awning stanchions (the latter being placed below for security) broken in two. Berth-deck planking, directly forward of galley and under platform, also much injured with fragments of shell.

The damages sustained by running down the rebel ironclad ram *Tennessee* as follows:

The head and cutwater badly injured. The stern for distance of 18 feet and up to wood ends completely gone. That portion of it comprised between the water line and draft mark "8" forced in, causing the planking for distance of several feet to be wrenched from fastening, the ends of which exposed considerably, and leaving that portion of the bow in a much exposed condition. Not having the means for examining below the draft mark "8" we are therefore unable to arrive at the extent of injury received below that mark. We also find the rigging damaged to the following extent: Bobstays and port bowsprit shroud carried away. Mainstay, after shroud of port fore rigging and screw, boat davit, and spanker boom topping lifts, and two 9-inch double blocks shot away.

Very respectfully, your obedient servants,

FELIX McCURLEY,
Acting Master.

JOHN H. ALLEN,
Acting Master.

THOMAS KELLY,
Acting Boatswain.

FRANCIS A. STANLEY,
Acting Carpenter's Mate.

Captain J. B. MARCHAND,
Commanding U. S. S. Lackawanna.

U. S. S. LACKAWANNA,
In Mobile Bay, August 5, 1864.

SIR: I have the honor to report that the engines, boilers, and appurtenances thereto of this ship are apparently in good working order, though derangements may subsequently become visible of which we have now no knowledge.

The severe concussion consequent upon the heavy blow dealt the rebel ram *Tennessee* by this vessel under full headway may have thrown the engines out of line or strained the boilers and braces.

Our bunkers being full of coal, we can not, of course, speak decidedly with reference to the staying of the boilers.

Very respectfully,

JAMES W. WHITTAKER,
First Assistant Engineer.

Captain J. B. MARCHAND,
Commanding U. S. S. Lackawanna.

U. S. S. LACKAWANNA,
Mobile Bay, August 5, 1864.

SIR: In obedience to your order of the 5th instant we have held a strict and careful survey of the amount of ordnance stores used and injured in passing the forts, and beg leave to submit the following report:

We find the rear hurter, strap, band, and tackle blocks of Parrott's 150-pounder rifle (No. 12) carried away by a shot entering starboard bow, and the following amount of ordnance, equipments, and stores: 20 20-pound charges of powder, 12 16-pound charges of powder, 28 15-pound charges of powder, 3 13-pound charges of powder, 29 10-pound charges of powder, 13 4-pound charges of powder, 8 boarding pikes, 4 cutlass scabbards, 3 battleax scabbards, 2 division boxes, 6 waist belts, 6 Enfield rifles, 4 Enfield rifle bayonets, 2 navy revolvers, 4 percussion primer boxes (tin), 3 battleaxes, 4 brass padlocks, 3 percussion-cap boxes (tin), 2 pistol frogs, 40 musket-ball cartridges, 11 XI-inch solid shot, 120 percussion primers, 9 IX-inch solid shot, 30 Enfield rifle-ball cartridges, 5 150-Parrott solid shot (long), 70 revolver percussion caps, 37 XI-inch shell, filled and fuzed, 5-sec., 20 friction primers, 23 IX-inch shell, filled and fuzed, 5-sec., 60 pistol-ball cartridges, 7 150-pounder Parrott shell, filled and fuzed, 5-sec., 13 50-pounder Hotchkiss shell, filled and fuzed, 5-sec., 2 cutlasses (arms), 200 musket percussion caps, 3 cutlass scabbards, 7 Parrott rings for time fuzes, 7 metal time fuzes, 5-sec., 6 XI-inch selvagee wads, 8 IX-inch selvagee wads, 2 IX-inch passing boxes.

Very respectfully, your obedient servants,

S. A. MCCARTY,
Lieutenant, U. S. Navy.

G. H. WADLEIGH,
Ensign.

JNO. G. FOSTER,
Gunner, U. S. Navy.

Captain J. B. MARCHAND,
Commanding U. S. S. Lackawanna.

Report of Captain Marchand, U. S. Navy, commanding U. S. S. Lackawanna, commending the efficient cooperation of Commander Donaldson, U. S. Navy, commanding U. S. S. Seminole.

U. S. S. LACKAWANNA,
Mobile Bay, August 7, 1864.

SIR: In the report made of the part taken by the *Lackawanna* in passing the forts and entering Mobile Bay on the 5th instant, I inadvertently omitted to state that Commander Edward Donaldson,

commanding the *Seminole*, which was lashed alongside of this ship, rendered most efficient service by his coolness and judgment in piloting both vessels until passing Fort Morgan, the regular pilot being sick.

My additional thanks are due him and all his officers and men for volunteering to aid in manning the guns of the *Lackawanna*, and the continuous fire which they kept up whilst their guns could bear upon the enemy.

Very respectfully, your obedient servant,

J. B. MARCHAND,
Captain.

Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron.

Report of Captain Marchand, U. S. Navy, commanding U. S. S. *Lackawanna*, naming certain petty officers, etc., entitled to medals of honor.

U. S. STEAM SLOOP LACKAWANNA,
Mobile Bay, August 9, 1864.

SIR: In the action of the 5th instant the following named petty officers and others of inferior rating were conspicuous for their energy and bravery, and deserve medals of honor, but under the fourth rule of the general order of the Navy Department, No. 10, dated April 3, 1864, their "special signal acts of valor" can not be cited so as to authorize me to recommend their obtaining medals:

1. William Phinney, boatswain's mate, as captain of a gun showed much presence of mind and coolness in managing it and the great encouragement he gave the crew.

2. John Smith, captain forecandle, was first captain of a gun, and finding that he could not sufficiently depress his gun when alongside of rebel ironclad *Tennessee*, throw a hand holystone into one of the ports at a rebel using abusive language against the crew of the ship.

3. Samuel W. Kinnaird, landsman, set an example to the crew by his presence of mind and cheerfulness that had a beneficial effect.

4. Patrick Dougherty, landsman, took the place of the powder boy at his gun, without orders, when the powder boy was disabled, kept up a supply, and showed much zeal in his new capacity.

5. Michael Cassidy, landsman, first sponger of a gun, displayed great coolness and exemplary behavior, eliciting the applause of his officers and of the gun's crew.

Very respectfully, your obedient servant,

J. B. MARCHAND,
Captain.

Admiral D. G. FARRAGUT,
Commanding West Gulf Squadron.

Report of Captain Marchand, U. S. Navy, commanding U. S. S. *Lackawanna*, naming certain petty officers, etc., entitled to medals of honor.

U. S. STEAM SLOOP LACKAWANNA,
Mobile Bay, August 9, 1864.

SIR: I respectfully bring to your attention the following petty officers, etc., of this ship who evinced in the battle of the 5th instant

signal acts of bravery, which should justly entitle them to medals of honor:

1. George Taylor, armorer, although wounded, went into the shell room and with his hands extinguished the fire from a shell exploded over it by the enemy.

2. Lewis Copat, landsman, remained at his gun after he was severely wounded until relieved by another person, was then taken below, and after reporting to the surgeon, returned to his station at the gun and resumed his duties till the action was over, and was then carried below.

3. James Ward, quarter gunner, being wounded and ordered below, would not go, but rendered much aid at one of the guns when the crew was disabled, and subsequently remained in the chains, heaving the lead, until nearly in collision with the rebel ironclad *Tennessee*.

4. Daniel Whitfield, quartermaster, remarkable coolness as captain of a gun in holding on to the lock string and waiting for some time whilst alongside of the rebel ironclad *Tennessee*, and firing that the shot might enter her port.

5. John M. Burns, seaman, severely wounded and sent below under the surgeon's charge, would not remain unemployed, but assisted the powder division until the action was over.

6. John Edwards, captain top, second captain of a gun, although wounded, would not, when ordered, go below to the surgeon, but took the place of the first captain during the remainder of the battle.

7. Adam McCulloch, seaman, being wounded, would not leave his quarters, although ordered to do so, but remained until the action was over.

Very respectfully, your obedient servant,

J. B. MARCHAND,
Captain.

Admiral D. G. FARRAGUT,
Commanding West Gulf Squadron.

Abstract steam log of the U. S. S. *Laakawanna*, Captain J. B. Marchand, U. S. Navy, commanding.

Friday, August 5, 1864.—Off Mobile Bay. From midnight to 4 a. m.: Fires banked; distilling apparatus in operation during the watch. From 4 a. m. to 12 meridian: Fires banked; 5:44, commenced spreading fires and working the engines per bell; 5:55, stopped and connected the outboard water valve of forward engine, the key having worked out; 6:01, went ahead; 6:04, stopped; 6:13, ahead; 6:14, stopped; 6:16, ahead; 6:33, stopped; 6:34, ahead; 6:47, stopped; 6:48, ahead; 6:51, stopped; 7, ahead; 7:03, stopped; 7:08, ahead; 7:09, stopped; 7:17, ahead; 7:23, stopped and fired our first shot at Fort Morgan; 7:30, ahead; 7:41, stopped; 7:44, backed to avoid colliding with the *Richmond*; 7:46, stopped; 7:47, ahead; 7:58, stopped; 7:59, ahead; 8:09, stopped, having passed Fort Morgan; 8:11, ahead; 8:20, stopped; 8:23, ahead fast, to avoid the rebel ram *Tennessee*, which was bearing down for our starboard beam; 8:30, stopped; 8:31, ahead; 8:39, stopped; 8:43, ahead; 8:46, stopped; 8:47, backed; 8:49, stopped; 8:50, backed; 8:52, stopped; 8:53, ahead; 9:02,

stopped and backed; 9:04, stopped and commenced banking fires; 9:22, respread the banked fires and went ahead with full throttle to select a favorable position for attacking the *Tennessee*; 9:35, stopped and went ahead again, having dealt the ram a severe blow on the port side just abaft the beam and disabled the steering apparatus; 9:47, stopped; 9:50, backed to avoid a collision with the flagship *Hartford*, which we struck on the starboard quarter, not being able to get sufficient sternway to avoid the accident; 9:53, ahead; 10:02, stopped and backed; 10:04, stopped; 10:05, ahead; 10:15, stopped; 10:19, backed and stopped; 10:22, backed and stopped; 10:24, backed and stopped; 10:25, backed and stopped, banking all fires. The engines and boilers performed during the entire maneuvering in the most entirely satisfactory manner. No casualties in this department, except a slight bruising by splinters of I. Newsom and I. Magett, colored coal heavers, the former on duty in the fire room and the latter in the forward supply division. From meridian to 4 p. m.: Fires banked; cleaning generally; 1:15, started distilling apparatus. From 4 to 6 p. m.: Fires banked; 5:20, stopped pumping bilges, 3½ inches remaining in them; 5:25, started distilling apparatus. Acting Third Assistant Engineer G. W. Russell left the ship with Second-Class Fireman David Carr and colored Coal Heaver Joseph Green for temporary duty on board the prize ram *Tennessee*. Expended for ship's use about leaks forward, 10 pounds of tallow. From 6 to 8: Fires banked; 7, stopped distillery apparatus, ship leaking 5 inches per hour. From 8 to midnight: Fires banked. Distilled one tank of water.

The conduct of the assistant engineers during the entire action deserves mention. Their cool courage, admirable skill, and willing obedience are deserving of all praise. The firemen and coal heavers did their duty willingly and well.

JAMES WHITTAKER,
First Assistant Engineer.

Report of Commander Donaldson, U. S. Navy, commanding U. S. S. *Seminole*.

U. S. S. SEMINOLE,
Mobile Bay, August 7, 1864.

SIR: In obedience to your order for passing the forts on the 5th instant, at 5:35 a. m. we went alongside and made fast on the port side of the *Lackawanna* and took our designated station in the line, and am happy to say we had no casualties on board. The hull of the ship was not struck at all. One strand of the port mainstay was cut by a fragment of a shell. At 7:15 a. m. we cast off from the *Lackawanna* and at 8:15 a. m. came to anchor. At 9:30 a. m., seeing the rebel ram *Tennessee* approaching us, we slipped to avoid her, and at 10:15 a. m. returned to our anchorage, after having delivered two broadsides at her at a distance of about 1,000 yards. I am happy to say that all the officers and crew behaved with the utmost coolness.

Respectfully, your obedient servant,

EDWARD DONALDSON,
Commander.

Rear-Admiral D. G. FARRAGUT,
*Commanding West Gulf Blockading Squadron,
Mobile Bay, Ala.*

Report of Commander Donaldson, U. S. Navy, commanding U. S. S. Seminole, regarding ammunition expended.

U. S. S. SEMINOLE,
Mobile Bay, August 6, 1864.

SIR: The following is a report of expenditure of ammunition on board this vessel in the engagement of yesterday: 5 10-second XI-inch shell, 4 32-pounder solid shot, 16 30-pounder Parrott rifle shell, 2 30-pounder Parrott rifle shot, 5 15-pound charges, 4 6-pound charges, 18 3½-pound charges.

Respectfully, your obedient servant,
EDWARD DONALDSON,
Commander.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron, Mobile Bay.

Report of Commander Strong, U. S. Navy, commanding U. S. S. Monongahela, transmitting reports of executive officer, chief engineer, and surgeon.

U. S. STEAM SLOOP MONONGAHELA,
Mobile Bay, August 6, 1864.

SIR: I have the honor to report the part taken by this ship under my command in the action of yesterday in passing the Mobile forts, etc.:

At 5:30 a. m. got underway in obedience to signal; took my station in the line and prepared for action.

At 7:10 the action was commenced by the first gun being fired from the fort. After passing the forts I saw the rebel ram *Tennessee* heading for the line. I then sheered out of the line to run into her, at the same time ordering full speed as fast as possible. I struck her fair, and, swinging round, poured in a broadside of solid XI-inch shot, which apparently had but little if any effect upon her. Soon after signal was made to my ship to again run into her. I did so, and was about to try it the third time when she surrendered to the fleet.

During the action my officers and men, without exception, behaved in the most gallant manner. It would be impossible to make any distinction where all did everything that could have been desired.

I would here mention that a volunteer crew from the U. S. S. *Kennebec*, in charge of Acting Ensign Joseph [D.] Ellis, came on board and manned one of my 32-pounder broadside guns during the engagement with Fort Morgan. Their conduct during the action was gallant and met with my entire approbation.

I regret to say that my first lieutenant, Mr. Prentiss, lost a leg in the action and that fears are entertained for his life.

Enclosed I send you the executive officer's report of the expenditure of ammunition and the damages sustained; also the surgeon's and engineer's reports.

Very respectfully, your most obedient servant,
J. H. STRONG,
Commander.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron,
U. S. Flagship *Hartford*, Mobile Bay.

[Enclosures.]

U. S. STEAM SLOOP MONONGAHELA,
Mobile Bay, August 5, 1864.

SIR: I have the honor to report the following injuries sustained by this vessel during the action of to-day with Fort Morgan and the rebel fleet inside:

In twice attempting to run down the rebel ironclad ram *Tennessee* our iron prow was entirely carried away, together with the cutwater. The butt ends of the planking on both bows are started from the stem and badly shattered, the port ones considerably sprung off.

Two 6-inch rifle shell from the ram entered our starboard bow; one between the planking and cutwater, grazing the perpendicular, striking the under side of the breasthook, ricocheting, passing through the boatswain's store room and striking the berth deck, where it lodged without exploding. The other entered about 12 feet farther aft, and exploded on the berth deck, slightly wounding 3 men, breaking an XI-inch scraper and an XI-inch worm, and bending a stanchion near the galley. A 6-inch rifle shell exploded underneath the No. 1 pivot port, raking up the side in ten or fifteen places, many of the pieces remaining in the side. One 6-inch solid shot entered abreast No. 2 pivot port, passing through the boatswain's room, starboard side, berth deck, paymaster's issuing room, port side, and lodging in the outer planking, springing off one butt about 8 inches. One X-inch shot or shell came in our starboard gangway, carrying away headboard of starboard quarter-deck hammock netting, grazing top rail and mainmast, and passing through port side under main channels. Pieces of the headboard were driven through the fire-room ventilators.

Lieutenant Prentiss and 2 men were wounded by this shot.

In the rigging, forepeak halliards, end of mainstay, and port ridge-rope shot away.

I also report the following expenditure of ammunition: 17 shells, 150-pounder rifle; 6 solid shot, 150-pounder rifle; 8 solid shot, XI-inch; 7 shrapnel, XI-inch; 25 shells, XI-inch; 4 canister, XI-inch; 7 grape, XI-inch; 47 shells, 32-pounder; 3 solid shot, 32-pounder; 47 shells, 12-pounder, rifle howitzer; 170 percussion primers; 23 cartridges, 150-pounder rifle, 16 pounds; 8 cartridges, XI-inch, 20 pounds; 43 cartridges, XI-inch, 15 pounds; 50 cartridges, 32-pounder, 9 pounds; 47 cartridges, 12-pounder rifled howitzer; 4 shells, 24-pounder howitzer.

The slide of starboard 24-pounder howitzer was found to be rotten, and after the first few rounds was rendered totally unfit for use. With this exception the battery is in as good condition for service as before the action.

Very respectfully,

O. A. BATCHELLER,
Lieutenant and Executive Officer.

Commander J. H. STRONG,
Commanding U. S. S. Monongahela.

U. S. S. MONONGAHELA,
Mobile Bay, August 5, 1864.

SIR: I have to report that during the engagement with the enemy to-day we received no damage in the engineer's department, with the

exception of a shot through fire-room ventilator and one through the smoke pipe.

At the time we ran into the rebel ironclad *Tennessee* the engines were making 62 revolutions per minute, with 30 pounds steam and throttle valve wide open.

The engines worked well and every engineer, fireman, and coal heaver performed his respective duties in a highly satisfactory manner.

Respectfully, your obedient servant,

G. F. KUTZ,
Chief Engineer.

Commander JAMES H. STRONG,
Commanding U. S. S. Monongahela.

U. S. S. MONONGAHELA,
Mobile Bay, August 10, 1864.

SIR: The following persons wounded in the action of the 5th instant were sent to the naval hospital at Pensacola.

Lieutenant R. Prentiss, both legs; left one amputated.

Michael Smith, boy, scalp.

William Feeney, private marine; contusions.

I am, very respectfully,

DAVID KINDLEBERGER,
Surgeon, U. S. Navy.

Commander JAMES H. STRONG, U. S. NAVY,
Commanding U. S. S. Monongahela.

Report of Lieutenant-Commander McCann, U. S. Navy, commanding U. S. S. Kennebec, transmitting reports of injuries sustained and expenditure of ammunition.

U. S. S. KENNEBEC,
Mobile Bay, August 6, 1864.

SIR: I have the honor to submit the enclosed reports of casualties, injuries sustained, and of ammunition expended on board of this vessel during the action with Forts Morgan and Gaines and the rebel flotilla and while pursuing the rebel gunboat *Morgan* toward Dog River Bar.

The officers and crew of the *Kennebec* performed their duties gallantly under the enemy's fire. When lashed alongside the *Monongahela*, I sent Acting Ensign J. D. Ellis in charge of a gun's crew to work a gun there, under the observation of Captain Strong, where he acted nobly.

I beg leave to call your attention to the good conduct of Acting Ensign H. E. Tinkham, who, when seriously wounded by the explosion of a shell from the rebel ram *Tennessee* and when the vessel was supposed to be on fire, refused to leave his station.

It affords me pleasure to bring to your favorable notice Acting Volunteer Lieutenant Edward Baker, the executive officer; Acting Ensign J. J. Butler, and Second Assistant Engineer L. W. Robinson. Acting Assistant Surgeon George W. Hatch rendered the most prompt

assistance to the wounded. The crew fully sustained the proud reputation of the American sailor for courage and bravery.

Very respectfully, your obedient servant,

W. P. McCANN,

Lieutenant-Commander, Commanding the Kennebec.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron.

[Enclosures.]

U. S. GUNBOAT KENNEBEC,
Mobile Bay, August 6, 1864.

SIR: The following injuries sustained by this vessel in the action of the 5th instant:

One shot on starboard quarter, demolishing mooring chock and passing through main rail on port side; also injured deck. A shell from rebel ram *Tennessee* exploded in ship's side, below spirketing, causing the following damage: Double iron chain stops broken, horizontal knee stay torn away, four deck planks broken and partially blown away, two side planks broken, waterway and side timber broken and partially blown away, bulwarks and hammock rail broken, 6 planks on berth deck broken, 2 planks on port bow injured by collision with ram, which vessel left her boat across our bow and iron davit on our port anchor.

Very respectfully, your obedient servant,

EDWARD BAKER,

Acting Volunteer Lieutenant, Executive Officer.

Lieutenant-Commander Wm. P. McCANN,
Commanding U. S. S. Kennebec.

U. S. S. KENNEBEC,
Mobile Bay, August 6, 1864.

SIR: The following is the amount of ammunition expended by this vessel in the action of the 5th instant, viz:

Shells.—8 XI-inch, 25 20-pound rifle.

Powder.—2 20-pound XI-inch charges, 6 15-pound XI-inch charges, 25 2-pound charges for rifle, 33 cannon primers. Total rounds, 33.

Very respectfully, your obedient servant,

H. E. TINKHAM,

Acting Ensign, in Charge of Ordnance.

Lieutenant-Commander Wm. P. McCANN,
Commanding U. S. S. Kennebec, Mobile Bay.

Report of Commander LeRoy, U. S. Navy, commanding U. S. S. Ossipee.

U. S. STEAM SLOOP OSSIPEE,
[*Mobile Bay, August 6, 1864.*]

ADMIRAL: I have the honor to report that in passing the forts and in the attack upon the ironclad *Tennessee* this ship was struck four times in the hull and several times in the rigging, fortunately without disa-

bling the ship. Our stem is somewhat injured by running against the *Tennessee*. Our casualties I am pleased to report as small. When about running down the *Tennessee*, she displayed a white flag (but not in time to prevent my colliding with her) having been so disabled by the fire of the fleet, and unable longer to continue the contest, and I was fortunate in receiving her surrender from Commander Johnston, her commander, Admiral Buchanan being wounded, a prize to the fleet under your command.

I am, sir, very respectfully, your obedient servant,
 WM. E. LEROY,
Commander.

Rear-Admiral D. G. FARRAGUT, U. S. Navy,
Commanding West Gulf Blockading Squadron, Mobile Bay.

Report of Commander LeRoy, U. S. Navy, commanding U. S. S. Ossipee, commending the efficient cooperation of Lieutenant-Commander Brown, U. S. Navy, commanding U. S. S. Itasca.

U. S. STEAM SLOOP OSSIPEE,
Mobile Bay, August 6, 1864.

ADMIRAL: In my report of the part this ship took in the passage of Fort Morgan yesterday, I neglected to allude to the efficient manner in which Lieutenant-Commander George Brown, with the *Itasca* lashed alongside of me, performed his duty of piloting both vessels, etc.

I am, sir, very respectfully, your obedient servant,
 WM. E. LEROY,
Commander.

Rear-Admiral D. G. FARRAGUT, U. S. Navy,
Commanding West Gulf Blockading Squadron, Mobile Bay.

Report of Commander LeRoy, U. S. Navy, commanding U. S. S. Ossipee, transmitting reports of injuries sustained and ammunition expended.

U. S. STEAM SLOOP OSSIPEE,
Mobile Bay, August 6, 1864.

SIR: I have the honor to enclose the accompanying reports of injuries sustained by this ship in the engagement of yesterday, as also of the amount of ammunition expended. In addition to my report of yesterday, I would state all under my command showed such zeal and energy that it would be invidious to select any one as more deserving than another.

I am, sir, very respectfully, your obedient servant,
 WM. E. LEROY,
Commander.

Rear-Admiral D. G. FARRAGUT, U. S. Navy,
Commanding West Gulf Blockading Squadron, Mobile Bay.

[Enclosures.]

U. S. SLOOP OSSIPEE,
Mobile Bay, August 6, 1864.

SIR: I have the honor to submit the following report of damages received by this vessel in the late engagement with Fort Morgan and the rebel ram *Tennessee*:

Part of forefoot gone, occasioned by collision with the *Tennessee*. One shot, a 130-pounder, passed through forward starboard section port and ship's side, destroying a knee in the boatswain's room, also carrying away the bulkheads of same and issuing room.

Another shot passed through ship's side and starboard forward coal bunker. One shot passed through the chain armor, just forward of starboard gangway at water's edge, through ship's side and starboard coal bunker, landing in port coal bunker, passing within 3 inches of the steam pipe. Also a shot hole through ship's side and waterways under the starboard main channels. The shot carried away one chain plate and badly splintered the waterways. The shot that passed through chain armor and coal bunker is a X-inch columbiad.

Very respectfully

J. A. HOWELL,
Lieutenant and Executive Officer.

Commander W. E. LeROY,
Commanding U. S. S. Ossipee.

U. S. STEAM SLOOP OSSIPEE,
Mobile Bay, August 6, 1864.

SIR: I respectfully report that the damage done to the rigging on board this vessel on the 5th instant was as follows:

Starboard forestay shot away, also three strands of the port forestay.

Very respectfully,

ANDREW MILNE,
Boatswain, U. S. Navy.

Commander Wm. E. Le Roy, U. S. Navy,
Commanding U. S. S. Ossipee.

U. S. S. OSSIPEE,
Mobile Bay, August 6, 1864.

SIR: I would most respectfully submit the following report of the expenditure of ammunition and projectiles while engaging the rebel forts and vessels of war by this ship, August 5, 1864:

Shells.—5-second, 30; 10-second, 6; 15-second, 2; 20-second, 7; percussion, 32.

Solid shot.—XI-inch, 4; 100-pounder, 2; 32-pounder, 6.

Hollow shot.—30-pounder, 4.

Powder.—No. 7 cannon, 365 pounds; ordinary cannon, 354 pounds.

Very respectfully

JOHN Q. ADAMS,
Gunner.

Commander Wm. E. Le Roy,
Commanding.

Report of Lieutenant-Commander Brown, U. S. Navy, commanding U. S. S. *Itasca*.

U. S. S. *ITASCA*,
Mobile Bay, August 6, 1864.

ADMIRAL: I have the honor to make the following report of the part taken by this vessel in the engagement of the 5th instant:

In obedience to your orders this vessel was secured on the port side of the *Ossipee* to aid her should she become disabled.

After having passed Fort Morgan I cast off from the *Ossipee* and started under sail and a full head of steam in pursuit of the rebel gunboats *Morgan* and *Selma* that were being engaged by the *Metacomet*, but before I came within range, the *Morgan* had succeeded in getting in such a position that I could not cut off her retreat toward Fort Morgan and the *Selma* had struck her flag to the *Metacomet*.

I take pleasure in testifying to the spirited willingness and desire manifested by all under my command to take a more active part in the engagement, but the duty assigned me prevented us from using our guns in passing Fort Morgan, except for the purpose of increasing the density of smoke.

I am happy to be able to report that no casualties occurred.

The vessel was struck once on the mainmast.

I am, sir, very respectfully, your obedient servant,

GEO. BROWN,
Lieutenant-Commander.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron.

Detailed report of Lieutenant Huntington, U. S. Navy, executive officer of the U. S. S. *Oneida*, transmitting reports from the various departments of the vessel.

U. S. STEAM SLOOP *ONEIDA*,
Mobile Bay, August 6, 1864.

SIR: Commander Mullany having been seriously wounded, it devolves upon me to make a report of the part taken by the *Oneida* in the engagement with Fort Morgan and the enemy's vessels on the 5th instant.

I have but few data to guide me, Mr. Ebbetts, the captain's clerk, having been required below after Commander Mullany received his wound.

About 3:30 a. m. our consort, the *Galena*, came alongside and we proceeded to lash the ships together.

At 4:10 we got underway in obedience to signal and took our station in line, as per diagram furnished to the commanding officers.

At 7:05 a. m. Fort Morgan opened fire, and at 7:15 we opened with the 30-pounder Parrott from our topgallant forecastle, the *Galena* also firing with her 100-pounder Parrott rifle.

At 7:25 we commenced firing 15-second and 10-second shell from the XI-inch pivot guns. At 7:45 opened with our entire starboard broadside with 5-second shell, also firing 2-second XI-inch shrapnel when abreast the fort. As the *Oneida* was the sternmost of the line, we had a good opportunity to observe the effects of the grape fired by the vessels ahead, and it appearing to fall in the water, it was determined to use only 5-second shell and shrapnel with short fuze

Fort Morgan fired very vigorously upon us, and sustaining as we did for a while the fire of all its guns, the damages to the ship are very severe. At 7:50 a VII-inch rifle shell passed through the chain armor and the ship's side at the water line into the starboard boiler, exploding there. Nearly the whole watch below of firemen and coal heavers were scalded to death or disabled by the escaping steam.

This accident caused only a very temporary excitement on the part of the guns' crews near the fire room and engine room hatches, and the guns were gallantly served and fired while the steam was escaping. About this time, also, a VII-inch rifle shell entered at the water line, exploded in the cabin, cutting both wheel ropes. The relieving tackles were immediately manned and worked very promptly and skillfully under the supervision of Alexander Love, boatswain's mate.

Observing the enemy's ironclad ram *Tennessee* to be approaching us, the guns were ordered to be loaded with increased charge of powder and solid shot. She passed alongside of us, not more than 200 yards distant, attempting to discharge her guns. Fortunately the primers failed to explode the charges in the guns three times, and she only succeeded in giving us one shot, which struck the after XI-inch pivot gun on the chase.

Both train tackle and one out-tackle of the forward XI-inch gun having at this time been shot away, and the carriage of No. 5 VIII-inch gun having been disabled, we were only able to fire the after XI-inch gun. The shot from this gun struck the ram.

The ram, passing astern, delivered two raking fires into us, one of which disabled the 12-pounder howitzer on the poop, severely wounding Commander Mullany. The effect of the other one I am unable to state, but think the only damage from it was to our rigging.

The command of the ship now devolved upon me, and the management of the two vessels upon Lieutenant-Commander Wells, of the *Galena*.

The battery was gallantly served while passing the forts, but the enemy raked us several times after our guns could not be brought to bear.

In passing the fort we received a shell forward on the berth deck, which exploded, knocking out a deadlight on the port side, starting a fire on top of the magazine. Owing to the presence of mind of Acting Ensign [J. L.] Hall, commanding the powder division, and Gunner William Parker, the fire was promptly extinguished, and the supply of powder was as rapid as ever before.

At 8:35 signal was made that the captain was wounded, and also that our boiler was disabled; not being answered from the flagship hauled down signals. About 9:15 repeated signals and they were not answered, but signal was made from the flagship to run down at full speed the enemy's principal vessel. Answered the signal, but I am sure the admiral understands that we could not obey it; we had no speed.

At 10 a. m. the *Itasca*, Lieutenant-Commander Brown, took us in tow and carried us to an anchorage. At 11 anchored in $3\frac{1}{4}$ fathoms water with 30 fathoms of chain, ready for slipping.

The officers and crew of the *Oneida* are proud to have served in your fleet, and they are proud of their gallant commander, J. R. M. Mullany, who gave us all so noble an example of unflinching courage and heroism. His coolness in action could not possibly have been surpassed. Having

scarcely become acquainted with Commander Mullany, he having only been on board two days, the highest compliment that can be paid him is the confidence and spirit with which the crew went into action.

Too much praise can not be awarded to Lieutenant C. S. Cotton, Lieutenant E. N. Kellogg, and Acting Ensign John Sears, commanding gun divisions, for the admirable examples of courage they afforded their men and for their skill in directing the fire of the guns.

The conduct of Acting Ensign Charles V. Gridley (regular) is beyond all praise. He had charge of the master's division and assisted in conning the ship from the topgallant forecastle.

Acting Ensign Hall's conduct has been previously mentioned. His duties were performed in the most satisfactory manner, and, under the Almighty God, we probably owe to his presence of mind at the time of the fire on the berth deck the safety of the ship.

Acting Master's Mates Ed. Bird, Daniel Clark, and John Devereux behaved courageously. Gunner William Parker and Boatswain Hallowell Dickinson merit mention for their good conduct.

I leave it to Chief Engineer W. H. Hunt to speak of the officers and men under his immediate supervision, but must speak of him personally in this report. He was cool and collected during the whole affair, and his gallantry was particularly apparent at the time of the accident to our starboard boiler. Mr. Hunt was scalded severely in both arms.

Surgeon John Y. Taylor had a severe task imposed upon him, but his whole duty by the wounded was done quietly and skillfully. Medical assistance was offered from the *Galena*; it was accepted and Acting Assistant Surgeon George P. Wright came on board, for which we owe him our thanks. At the time that our boiler was exploded 5 of our wounded went on board the *Galena*; 4 subsequently returned; the other was suffering much pain and remained on board until transferred to the *Metacomet*.

The safety of the ship after the explosion depended upon the *Galena*. That we are here quietly at anchor attests how nobly Lieutenant-Commander Clark H. Wells stood by us.

Assistant Paymaster George R. Martin assisted the surgeon materially. He also superintended putting out a fire that broke out in the cabin. Paymaster's Clerk W. P. Treadwell rendered great service in passing orders to the bell until he was required below to assist in caring for the wounded. He was quite badly scalded himself. Mr. George A. Ebbetts, captain's clerk, behaved splendidly. He was knocked down at the same time that Captain Mullany was wounded. Whenever he could be spared from below after this accident he cheerfully rendered assistance in carrying orders.

The pilot, Mr. John V. Grivet, served part of the time on board the *Galena* and part of the time on board this ship. That part of his conduct which came under my observation merits praise.

For the crew, they stood to their guns most nobly. Many deserve mention, but I shall only name those that came under my own observation. James Sheridan, quartermaster, captain of the after XI-inch gun, was wounded in several places, but remained at his gun until the firing ceased, when he supplied the place of the signal quartermaster, who had been injured by a fall. Sheridan is very intelligent, understands the rudiments of navigation and the use of a sextant, and I recommend him to your favorable notice. John E. Jones, quartermaster, stationed at the wheel, was also wounded.

After the wheel ropes were shot away he went on the poop to assist at the signals and remained there until ordered to reeve new wheel ropes. William Gardner, seaman, behaved so coolly under fire as to draw my particular attention to him. John Preston, landsman, though severely wounded, remained at his gun until obliged to go to the surgeon. He reported himself slightly hurt, assisted in taking care of the wounded below, and wanted to return to his station on deck. On examination it was found that he was wounded quite severely in both eyes. William Newland, ordinary seaman, first loader of after XI-inch gun, behaved splendidly; he has been distinguished on board for his good conduct and faithful discharge of all his duties. David Naylor, landsman, powder boy at the 30-pounder Parrott rifle, had his passing box knocked overboard out of his hand. The passing box fell into one of the *Galena's* boats, which was right under our bow. Naylor jumped overboard, recovered his box, and returned to his station. Charles B. Woram, ordinary seaman, acting as an aid to the executive officer, distinguished himself by his cool courage. He carried orders intelligently and correctly. Thomas Kendrick, coxswain, a volunteer from the *Bienville*, attracted my attention by his excellent conduct.

The marines conducted themselves with the usual distinguished gallantry of their corps. Sergeant James S. Roantree is particularly deserving of notice.

We are grateful to Almighty God for his protection.

Enclosed are the reports of damages in the different departments of the ship.

Very respectfully, your obedient servant,

CHAS. L. HUNTINGTON,
Lieutenant, U. S. Navy.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron.

[Enclosures.]

U. S. STEAM SLOOP ONEIDA,
Mobile Bay, Ala., August 6, 1864.

SIR: I beg leave to submit the following report of damages sustained in the engineer's department of this ship, in her passage by Fort Morgan on the morning of the 5th instant:

A 7-inch Brooke rifle projectile penetrated the forward outboard end of the starboard boiler, about 8 inches above upper tube sheet, carrying away the entire sheet, through which it entered, and, exploding inside the boiler, inflicted serious damage to the entire forward end of the same, destroying all the angle iron and the fore-and-aft braces thereto attached, starting the tube sheets and all the tubes in the two forward tube boxes. Two of the heaviest fragments of the shell were driven through the front of the boiler, destroying the upper manhole plate, the entire sheet to which it was attached, and starting the riveting of the adjoining sheets. As soon as it was practicable after this accident, the nature and extent of the damage was ascertained, the connection between the two boilers immediately shut off, and the engines operated with the remaining boiler.

I regret to state that through this accident to the starboard boiler First Assistant Engineer R. H. Fitch and 6 of the firemen and coal-

heavers on watch below at the time were seriously scalded by the hot water and escaping steam.

In its present condition the boiler is totally unfit for use. No further damages were sustained in this department.

I can not close this report without adverting to the coolness, zeal, and intrepidity displayed by the officers and men in general under my supervision.

Too much praise can not be accorded to First Assistant Engineer R. H. Fitch, who at the time of the injury to the boiler displayed the utmost courage and coolness, remaining at his station in the execution of his duties until he was so badly scalded by the escaping steam as to be rendered almost helpless.

I desire also to refer in terms of the highest commendation to the conduct of Acting Third Assistant Engineer Nicholas Dillon, who, after the disabling of Mr. Fitch, rendered me invaluable assistance in discovering the nature of damages and making the requisite provision for working the engines with the remaining boiler.

Very respectfully, your obedient servant,

WM. H. HUNT,
Chief Engineer.

Lieutenant CHAS. L. HUNTINGTON, U. S. Navy,
Commanding U. S. S. Oneida.

U. S. STEAM SLOOP ONEIDA,
Mobile Bay, August 5, 1864.

SIR: The following is a report of the damages in the master's department of this ship during the action of yesterday, viz:

One set wheel ropes cut by shell, 1 tell-tale compass damaged, 1 Mobile Bay chart damaged, 1 spyglass badly damaged, 1 binnacle lamp lost overboard, 2 wardroom chairs broken by shell, 1 lead and line lost overboard, 2 sets signal halliards cut by shell, 15 fathoms stream chain on fire-room hatch cut by shot, 12 fathoms starboard bower chain on ship's side cut by shell, 7 fathoms sheet chain on engine-room hatch cut by shot, all cabin furniture destroyed entirely or badly damaged, 1 6-inch hawser cut badly.

Very respectfully,

E. N. KELLOGG,
Lieutenant, in Charge Master's Department.

Lieutenant C. L. HUNTINGTON,
Senior Officer on Board.

U. S. S. ONEIDA,
Mobile Bay, August 6, 1864.

SIR: I respectfully submit the following report of damages and injuries sustained in the gunner's department of this ship in the action of yesterday:

No. 3 gun, forward XI-inch pivot.—One in-tackle carried away by shot; 1 out-tackle carried away by shot.

No. 4 gun, 8-inch broadside.—One side tackle carried away by shot; 1 train tackle carried away by shot.

No. 5 gun, 8-inch broadside.—Carriage badly damaged; breast piece shot away; brackets on left side of carriage badly injured; shell crane and tackle at fore hatch broken by shot; 1 rammer knocked overboard; 1 handspike broken; 2 boring bits broken; 1 priming wire broken.

No. 6 gun, after XI-inch pivot.—Chase of gun dented and cracked by shot; brackets on right side of carriage badly splintered and dented by expansion band of a shell striking them and remaining in them, fracturing the breeching also, making it unsafe for use.

12-pounder howitzer.—Boat carriage disabled.

Very respectfully,

WILLIAM PARKER,
Gunner.

Lieutenant CHAS. L. HUNTINGTON,
Executive Officer U. S. S. Oneida.

U. S. S. ONEIDA,
Mobile Bay, August 5, 1864.

SIR: I respectfully beg leave to submit the following report of injuries received by this ship in her rigging during the action of this day:

Starboard fore-trysail vang shot away, port bowsprit guy shot away, three shrouds of starboard main rigging injured by shot (one cut in two), starboard maintopmast backstay cut, mizzen stay shot away, main spencer brail shot away, topping lift of whaleboat's davits shot away, awning ridgerope (starboard side) shot away, spanker brails shot away.

Very respectfully,

HALLOWELL DICKINSON,
Boatswain.

Lieutenant CHAS. L. HUNTINGTON,
Executive Officer U. S. S. Oneida.

U. S. S. SLOOP ONEIDA,
Mobile Bay, August 6, 1864.

SIR: The following is the list of casualties in the carpenter's department of this ship during the engagement of August 5:

All the berths, bulkheads, and furniture in the cabin a total wreck, caused by the explosion of a VII-inch shell, which entered at the water line. One VII-inch rifle shell passed through the chain armor and ship's side at the water line, entered the starboard boiler, and there exploded. One 8-inch solid shot entered the mainmast, doing serious damage, and remains there yet.

One shot through ash shute, through combings of fire-room hatch, and out through port side.

Fore-topmast slightly wounded by piece of shell; spanker gaff in like manner.

Shot through starboard bow below spar deck, across berth deck, out through port bow.

Two raking shots from aft struck topgallant forecastle, one passing out through starboard bow, one out through port bow.

First cutter damaged by a piece of shell; second cutter and whale-boat badly smashed.

Very respectfully, your obedient servant,

CHAS. L. HUNTINGTON,
Lieutenant and Executive Officer.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron.

U. S. STEAM SLOOP ONEIDA,
Mobile Bay, August 6, 1864.

SIR: The following is the list of casualties in the sailmaker's department during the engagement of August 5:

Shot holes in foresail, fore-staysail, and mainsail; spanker badly cut by shot; wind sails for fire room and engine room rendered unfit for use; several shot holes in hammock cloths.

Very respectfully, your obedient servant,

CHAS. L. HUNTINGTON,
Lieutenant and Senior Officer on board.

Rear-Admiral D. G. FARRAGUT, *U. S. Navy,*
Commanding West Gulf Blockading Squadron.

U. S. S. ONEIDA,
Mobile Bay, August 6, 1864.

SIR: I respectfully submit the following report of the expenditure of ammunition, etc., on board this ship in the action of yesterday:

465 pounds powder in 31 bags of 15 pounds each; 20 pounds powder in 1 bag of 20 pounds each; 45 pounds powder in 5 bags of 9 pounds each; 184 pounds powder in 23 bags of 8 pounds each; 84 pounds powder in 24 bags of 3½ pounds each; 2 solid shot, XI-inch; 3 shrapnel, XI-inch; 6 shells, XI-inch, 15-second; 14 shells, XI-inch, 10-second; 7 shells, XI-inch, 5-second; 8 shells, VIII-inch, 10-second; 9 shells, VIII-inch, 15-second; 9 shells, VIII-inch, 5-second; 2 solid shot; 8 shells, rifle, 30-pounder, 5-second; 5 shells, rifle, 30-pounder, 10-second; 7 shells, rifle, 30-pounder, 15-second; 4 solid shot, 30-pounder; 1 shrapnel, 24-pounder howitzer; 3 shrapnel, 12-pounder howitzer; 2 canister, 12-pounder howitzer; 60 cannon primers; 24 friction primers.

Very respectfully, your obedient servant,

WILLIAM PARKER,
Gunner.

Lieutenant CHAS. L. HUNTINGTON, *U. S. Navy,*
Commanding U. S. S. Oneida.

[Endorsement.]

Forwarded; though I am confident that more shrapnel and less 10-second shell were fired.

Respectfully, your obedient servant,

CHAS. L. HUNTINGTON,
Lieutenant, U. S. Navy.

Abstract steam log of the U. S. S. *Oneida*, Commander J. R. Mullany, U. S. Navy, commanding.

Friday, August 5, 1864.—Mobile Bay. From midnight to 4 a. m., ship at anchor, fires banked. From 4 to 8 a. m., ship at anchor, fires banked. Spread fires at 5 a. m. At 5:18 started ahead. At 7:15 went into action with Fort Morgan, going ahead, stopping, and backing at intervals. At 7:45 a shell penetrated the steam space of starboard boiler, badly scalding First Assistant Engineer R. H. Fitch and the watch below, driving everybody from the fire and engine rooms. As soon as practicable closed the stop valve of starboard boiler and raised safety valve of same. Operated the engines with one boiler. Hauled the fires from the starboard boiler. From 8 to meridian, standing up Mobile Bay under a raking fire from the guns of Fort Morgan; working the engines with the starboard boiler shut off. At 9:15 came to anchor out of range of fire and banked fires in the port boiler. Proceeded to make an examination of extent of damages to the starboard boiler. Discovered that a VII-inch Brooke rifle shell had penetrated it at the outboard forward end about 12 inches above upper tube sheet, carrying away the entire sheet, through which it entered, exploding inside, badly rupturing the two end sheets, starting the rivets, carrying away the angle iron and all the fore-and-aft bracing thereto attached, damaging the upper tube sheet, and starting all the tubes in the two forward tube boxes. Two heavy projectiles were driven through the front of the boiler, smashing the upper manhole plate, destroying the entire sheet to which it was attached, and starting the rivets of the adjoining sheets. By this accident First Assistant Engineer R. H. Fitch and 6 of the firemen were severely scalded by the escaping steam. From meridian to 4 p. m., ship at anchor. Fires banked in port boiler. Removed the chain from over the fire-room and engine-room hatches; also the sand bags. Removed the relief tackle from the links and the lever from the forward stop valve. The gauge glass of the starboard boiler is broken. Cleaning up fire room and engine room. Ship at anchor. Fires banked in port boiler. From 8 to midnight, ship at anchor; fires banked in port boiler.

WM. H. HUNT,
Chief Engineer.

Report of Commander Mullany, U. S. Navy, commanding U. S. S. *Oneida*, transmitting reports of the executive officer and chief engineer of that vessel.

U. S. S. BIENVILLE,
Off Galveston, Tex., December 15, 1864.

SIR: I have the honor to forward herewith for your consideration two communications addressed to me, respectively, by Lieutenant Charles L. Huntington, executive officer, and Chief Engineer William H. Hunt, of the U. S. steam sloop *Oneida*, with the object of correcting the impression that she was totally disabled after the explosion of the starboard boiler and dependent upon the U. S. S. *Galena* to carry her through in the action of the 5th August with Fort Morgan and the enemy's gunboats.

I avail myself of the earliest opportunity practicable, since my restoration to health and return to this squadron, to state that at no period of the action did I consider the *Oneida* dependent upon the *Galena*.

Although partially disabled in her steam power by the explosion of her starboard boiler, the remaining one continued to supply sufficient steam to operate the engines effectively. I therefore felt satisfied that we could take care of ourselves in the event of our consort meeting with injury.

I desire to correct some errors in relation to the *Oneida*, contained in the report of Lieutenant-Commander Clark H. Wells, commanding U. S. S. *Galena*.

Captain Wells states (quoting from his report):

When abreast of Fort Morgan, at 8:45 a. m., within 400 yards of it, Captain Mullany, of the *Oneida*, was wounded badly in the arm and leg, and the steering apparatus of his vessel was shot away, which was shortly after followed by the explosion of one of her boilers, caused by a heavy shot striking it; and this rendered it necessary for the *Galena* to tow the *Oneida* by Forts Morgan and Gaines, under a severe raking fire from the former, which was accomplished at 9:15 a. m.

Captain Wells has been misinformed in relation to the above, both as to facts and time.

The only injury done to the steering apparatus of the *Oneida* was that the wheel ropes were shot away early in the action, as we were approaching the fort. Another pair, however, were promptly rove, the ship in the interval being skillfully steered with the relieving tackles, under the supervision of Boatswain's Mate Love.

The injury to the starboard boiler was received after we had got so far past Fort Morgan as to render it difficult to train our broadside guns to return its fire.

Momentary confusion having been created by that event, I left my position on the poop deck to restore order.

Returning immediately afterwards, I sent word to Captain Wells to carry a good head of steam, as one of our boilers was injured.

Afterwards my attention was called, by the sergeant in charge of the 12-pounder howitzer on the poop, to the fact that we were so far beyond Fort Morgan as to render his fire harmless. I therefore relieved his crew and sent them away.

After passing nearly beyond the range of Fort Morgan, and her fire having nearly ceased, we encountered the ram *Tennessee*.

Our guns were loaded with extreme charges and solid shot by my orders.

Exchanging shots with her, she passed astern and commenced raking us.

Subsequently, at 8:37 a. m., as reported to me at the time by both my clerk and coxswain, I was injured and finally compelled to leave the deck.

Please observe, admiral, that all the *Oneida's* injuries occurred in the reverse order to that represented in Captain Wells' report and that I was wounded at a period subsequent to their occurrence, when past Fort Morgan and nearly if not quite beyond its range; also that I was in active command until late in the action.

While I earnestly desire to place on file an accurate record of the part taken by the *Oneida* in the brilliant action of the 5th August, it is very far from my desire to fail in according to my consort, the *Galena*, her gallant commander, Lieutenant-Commander Wells, her officers and crew the meed of praise so justly due them for aiding the *Oneida* after the explosion of her starboard boiler in passing beyond the range of the enemy's fire more rapidly, perhaps, than she could

have done at the time if obliged to rely upon her own steam power alone.

I desire to place upon record my appreciation of the cool courage of the officers and crew of the *Oneida* throughout the action.

Lieutenant Charles L. Huntington, executive officer, was conspicuous for his gallant and efficient services.

No commander could be better supported in battle than I was.

I respectfully request that this communication, if it meets with your approbation, together with those of Lieutenant Huntington and Chief Engineer Hunt, respectively, may be forwarded to the Navy Department to be placed on file with the other documents connected with the action of the 5th August in Mobile Bay, with such comments by yourself as you may deem just and proper.

In the log book of the *Bienville*, one of the vessels stationed outside during the action, I find noted on the 5th August, "At 8:40 a. m. Fort Morgan ceased firing," which corroborates my statement that the fire of the fort had nearly ceased when I was wounded, 8:37 a. m.

Respectfully, your obedient servant,

J. R. M. MULLANY,
Commander, U. S. Navy.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron.

[Enclosures.]

U. S. S. ONEIDA,
New Orleans, December 10, 1864.

SIR: Feeling that a portion of my report of the part taken by the *Oneida* in the action of August 5 at Mobile Bay does that ship injustice in stating that, "The safety of the ship after the explosion depended on the *Galena*," I respectfully enclose a statement from Chief Engineer William H. Hunt, which I hope will assist in correcting the impression that we were totally disabled.

Reviewing all the facts of the case, I believe that without any aid from the *Galena* we could have gone past Fort Morgan all the same.

Very respectfully, your obedient servant,

CHAS. L. HUNTINGTON,
Lieutenant and Executive Officer.

Commander J. R. M. MULLANY,
Late in Command of the U. S. Steam Sloop *Oneida*.

U. S. STEAM SLOOP ONEIDA,
New Orleans, December 10, 1864.

SIR: Lieutenant Huntington, of this vessel, read to me that portion of your letter of the 4th instant, addressed to himself, in which you desire that I would furnish you with a statement "particularizing the fact" that our engines never stopped after the accident to the star-board boiler in the action with Fort Morgan on the morning of the 5th August.

Referring to my official report submitted the day succeeding the action, you will be pleased to notice that I explicitly state the engines were operated by the remaining or port boiler, a fact patent to all the officers and men on shipboard at the time.

At no time during the engagement were the engines stopped from any damage sustained by the enemy's fire. After the accident to the starboard boiler an interval elapsed, owing to the presence of scalding steam in the department, before the men could be got to their stations in the fire room to operate the fires in the remaining boiler. Fortunately, however, the fires were clean and heavy, and with a graduated feed on the boiler I felt no apprehension.

As soon as the steam stop valve of the damaged boiler could be reached it was closed, the safety valve opened, and steam blown off, and I think in about fifteen minutes after the explosion of the shell in the starboard boiler I had succeeded in effecting all the necessary adjustments for operating the engines with the remaining boiler. When beyond the range of the fire of Fort Morgan, we cast off from our consort and steamed some distance to our anchorage.

Very respectfully, your obedient servant,

WM. H. HUNT,
Chief Engineer.

Commander J. R. M. MULLANY, U. S. Navy,
Commanding U. S. S. Bienville.

Report of Lieutenant-Commander Wells, U. S. Navy, commanding U. S. S. Galena.

U. S. S. GALENA,
Mobile Bay, Ala., August 6, 1864.

SIR: I herewith report to you the part which this steamer took in passing Forts Morgan and Gaines yesterday:

Before leaving the anchorage off Mobile Bar the *Galena* was lashed to the port side of the *Oneida*, according to your diagram of line of battle furnished, and occupied the rear of the line. Fort Morgan began firing at 7:05 a. m., when the *Oneida* replied, and was followed by this vessel at 7:25 with the 100-pounder rifle on the fore-castle, which took effect in the fort. When abreast and within 400 yards of it Captain Mullany, of the *Oneida*, was wounded badly in the arm and leg, and the steering apparatus of his vessel was shot away, which was shortly afterwards followed by the explosion of one of her boilers, caused by a heavy shot striking it, and this rendered it necessary for the *Galena* to tow the *Oneida* by Forts Morgan and Gaines under a severe raking fire from the former, which was accomplished by 9:15.

Both vessels were repeatedly struck, but the *Oneida*, from having been on the starboard side of this steamer, suffered severely, losing a number of men killed and having a number wounded. Her captain, J. R. M. Mullany, under the most trying circumstances, displayed the utmost courage and gallantry whilst passing through a terrific fire, and only left the deck when he had been severely wounded.

His executive officer, Lieutenant Huntington, cheerfully carried out my orders after the disability of Captain Mullany and distinguished himself by his coolness and bravery.

I take pleasure in bringing to your notice the executive officer of this vessel, Acting Volunteer Lieutenant C. W. Wilson, who faithfully carried out my orders in passing Fort Morgan, as well as in the exhibition of coolness and bravery. Acting Master D. C. Kells, Acting Ensigns [Henry] Pease and [Sanford S.] Miner, and Acting Master's

Mates [Francis] Tuttle and [James H.] Delano I would also recommend to your favorable notice for their good conduct under the fire of the enemy.

Mr. Buehler, first assistant engineer and acting chief, managed the engineer's department in a highly creditable manner, in which he was sustained by the assistant engineers, Greenleaf, Scot, Burns, and Welcker.

Acting Assistant Paymaster Kitchen and Lesley G. Morrow, captain's clerk, remained on deck during the action and contributed their parts to my entire satisfaction. Acting Assistant Surgeon George P. Wright not only attended to our three cases of wounded (one mortally), but gave his professional services to the *Oneida* to several of their wounded, who came on board of this steamer.

The crew manifested the utmost courage throughout the affair, which will always reflect creditably upon you and the Navy of the United States.

Very respectfully, your obedient servant,

C. H. WELLS,
Lieutenant-Commander, U. S. Navy.

Rear-Admiral DAVID G. FARRAGUT,
*Commanding West Gulf Blockading Squadron,
U. S. Flagship Hartford.*

[Enclosure.]

U. S. S. GALENA,
Mobile Bay, August 6, 1864.

SIR: I herewith enclose the following list of damages this steamer sustained in passing Forts Morgan and Gaines between the hours of 7 and 10 on the morning of the 5th:

One X-inch shot in starboard bow; one X-inch shot in starboard waist, above plank sheer; one X-inch shot through smokestack, above bridge; one shot through gig; one shot through cutter; mizzen stay cut away; one shot, cutting away boat davit; one shot striking 100-pounder rifle; two stands grape cut away; part boarding nettings cut by raking fire; cut up rails of topgallant forecastle, cutting rammers and spongers of bow pivot; mizzen rigging cut away by a stand of grape; chain and running rigging badly cut up.

Very respectfully, your obedient servant,

C. H. WELLS,
Lieutenant-Commander, U. S. Navy.

Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron, etc

Report of Rear-Admiral Farragut, U. S. Navy, transmitting report of two survivors from the U. S. monitor *Tecumseh*.

No. 373.]

FLAGSHIP HARTFORD,
Mobile Bay, August 27, 1864.

SIR: I have the honor to forward herewith (marked No. 1) a copy of a report made to me by Acting Masters C. F. Langley and Gardner Cottrell, two of the survivors of the ironclad *Tecumseh*, and in which

are given the names of 6 men who were saved in the same boat, viz: S. S. Shinn, gunner's mate; John Gould, quarter gunner; Frank Commens, seaman; Richard Collins, seaman, and Peter Parker, seaman.

These officers are certainly in error in their statement that a row of buoys stretched from the shore a distance of one to two hundred yards. We now know that the channel adjacent to the shore was clear of torpedoes and that the latter were placed between the two large buoys to which I have referred in my reports.

In addition to the persons named in this report as saved, the boat from the *Metacomet*, under Acting Ensign Nields, rescued Acting Ensign John P. Zettick; Chauncey P. Dean, quartermaster; William Roberts, quartermaster; James McDonald, seaman; George Major, seaman; James Thorn, seaman; Charles Packard, ordinary seaman; William Fedder, landsman; and William C. West, coal heaver; with the pilot of the *Tecumseh*, John Collins.

Four others also swam to the beach and were taken prisoners at Fort Morgan and immediately sent away.

This information was received when communicating by flag of truce with the fort.

None of them, we were told, were officers.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Commanding West Gulf Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

[Enclosure.]

U. S. SHIP POTOMAC,
Pensacola, August 6, 1864.

SIR: Believing that we are the only surviving officers of the U. S. monitor *Tecumseh*, we feel it our duty to report the circumstances attending her loss and of the safety of a boat's crew.

When nearly abreast of Fort Morgan, and about 150 yards from the beach, a row of buoys was discovered stretching from the shore a distance from one to two hundred yards. It being reported to Captain Craven, he immediately gave the vessel full speed and attempted to pass between two of them.

When in their range, a torpedo was exploded directly under the turret, blowing a large hole through the bottom of the vessel, through which the water rushed with great rapidity.

Finding that the vessel was sinking, the order was given to leave our quarters, and from that moment every one used the utmost exertions to clear himself from the wreck. After being carried down by the vessel several times, we were picked up in a drowning condition by one of our boats, manned by the following crew: S. S. Shinn, gunner's mate; John Gould, quarter gunner; Frank Commens, seaman; Richard Collins, seaman, and Peter Parkes, landsman, all of whom are now on board this ship. Captain Craven was seen on the turret by Mr. Cottrell just before the vessel sunk, and as he had a life-preserving vest on we have hopes that he reached the shore.

Not recovering from our exhausted condition until the boat was abreast of the *Hartford*, and knowing that an attempt to board one of

the attacking fleet would cause the loss of her position, we pulled for the *Buckthorn*, from which vessel we were sent to the *Tennessee*, and afterwards, by Captain Grafton's order, sent to this ship.

There was no opportunity for making a report to Captain Grafton, otherwise it would have been done in person.

Hoping that the course pursued by us will meet your approval, we are, very respectfully, your obedient servants,

C. F. LANGLEY,
Acting Master.
GARDNER COTTRELL,
Acting Master.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron.

Order of the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, to furnish information about certain officers of the late U. S. S. *Tecumseh*.

NAVY DEPARTMENT, *September 19, 1864.*

SIR: No list of officers of the late *Tecumseh* was received at the Department prior to the sailing of that vessel from Hampton Roads for the Gulf Squadron. Three of her engineers were condemned by medical survey and their places supplied from the North Atlantic Blockading Squadron, but whose names are unknown. Be pleased to furnish their names, and if there is any record or other means of ascertaining the names of the other officers, furnish such list as early as practicable.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting list of officers of the U. S. S. *Tecumseh*.

No. 603.] FLAGSHIP NORTH ATLANTIC BLOCKDG. SQUADRON,
Beaufort, N. C., September 28, 1864.

SIR: The Department's communication of 19th instant, calling for information about the officers of the late *Tecumseh* is received.

A list of the officers furnished by Commander Craven on April 28, 1864, is enclosed, corrected up to the time of the *Tecumseh's* leaving this squadron.

The orders for her detachment arriving before the end of the quarter, no returns were made.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
Acting Rear-Admiral, Comdg. North Atlantic Blockdg. Squadron.

HON. GIDEON WELLES,
Secretary of the Navy.

[Enclosures.]

List of officers of U. S. ironclad Tecumseh, corrected up to July 5, 1864.

Name.	Rate.	Remarks.
T. A. Craven.....	Commander.....	
J. W. Kelloy.....	Lieutenant.....	
John Faron.....	Chief engineer.....	
George Work.....	Acting assistant paymaster	
H. A. Danker.....	Acting assistant surgeon...	
G. F. Langley.....	Acting master.....	
Gardner Cottrell.....	do.....	
J. P. Zettick.....	do.....	
Charles [W.] Pennington	Acting first assistant engi-	
	neer.....	
W. L. Pennoll.....	do.....	Condemned by medical survey and sent to Nor-
		folk hospital.
H. B. Green.....	Acting second assistant en-	Do.
	gineer.....	
F. Scott.....	Acting third assistant en-	
	gineer.....	
William D. Kay.....	do.....	
Josiah Conly.....	Captain's clerk.....	
Jacob Vreeland.....	Yeoman.....	
Thomas Bruges.....	Paymaster's steward.....	
Robert Price.....	Acting ensign.....	Transferred from the tug <i>Roso</i> , June 8, 1864.
H. S. Leonard.....	Second assistant engineer...	Transferred from the tug <i>Roanoke</i> , June 18, 1864.
Thomas Ustick.....	Acting second assistant en-	Transferred from the tug <i>Minnesota</i> , June 18,
	gineer.....	1864.
Webster Lane.....	Second assistant engineer...	Transferred from the tug <i>Roanoke</i> , June 1, 1864;
		transferred at Port Royal to another vessel.

List of men transferred to the U. S. S. Tecumseh from the receiving ship North Carolina, April, 1864.

Name.	Rate.	Name.	Rate.
Allison, Saml. M.....	Ordinary seaman.	Heisler, Jos.....	First-class fireman.
Bartholomew, H. L.....	Landsman.	Horan, Wm.....	Second-class fireman.
Burns, Edw.....	Do.	Holland, Alfred.....	First-class fireman.
Berry, John.....	Second-class fireman.	Hurley, Jeremiah.....	Seaman.
Burnett, Robt.....	First-class fireman.	Hamilton, Wm.....	Do.
Blagher, John.....	Do.	Harwood, Robt. H.....	Do.
Bell, John.....	Do.	Hatch, Chas. A.....	Ordinary seaman.
Brady, Wm.....	Second-class fireman.	Johnson, Wm.....	Second-class fireman.
Blades, James.....	First-class fireman.	Jay, John (colored).....	Landsman.
Burns, Jacob.....	Do.	Kearn, Jas.....	Do.
Burnes, James.....	Ordinary seaman.	Kane, Jas.....	Second-class fireman.
Brown, John L.....	Landsman.	Kindler, Jas.....	Seaman.
Barry, Ambrose M.....	Do.	Kostix, John.....	Do.
Barry, Thos. C.....	Seaman.	Kennedy, Jas.....	Do.
Collins, Richard.....	Second-class fireman.	Lawless, Jas.....	First-class fireman.
Cousins, Frank.....	Seaman.	Lesk, Thos.....	Seaman.
Cullen, James.....	Do.	Lyman, Gilbert A.....	Do.
Callahan, Pat. E.....	Landsman.	McAllister, Jas.....	Landsman.
Cowan, Robt.....	Second-class fireman.	McCue, Jas.....	Coal heaver.
Churchill, Wm. J.....	First-class fireman.	Matts, George.....	Do.
Conolly, Peter.....	Second-class fireman.	McEllery, Michael.....	Do.
Christie, James.....	Coal heaver.	McDonald, Jas.....	Seaman.
Campbell, Barney.....	Seaman.	Mulloy, Jas.....	Ordinary seaman.
Cousins, Edward.....	Second-class fireman.	McGuire, Nicholas.....	Landsman.
Collins, Rich T.....	Ordinary seaman.	Owston, Jas. C.....	Seaman.
Chapman, Geo.....	First-class fireman.	O'Brien, Wm.....	Do.
Dalton, Jas. L.....	Landsman.	Pemberton, Chas. J. (col-	
Derris, Chas. C. (colored).	Do.	ored).....	Do.
Deans, Robt.....	First-class fireman.	Packard, Chas. A.....	Ordinary seaman.
Davis, Thomas.....	Seaman.	Powers, Walter.....	Seaman.
Dean, Chauncey P.....	Do.	Parker, Peter E. (colored)	Landsman.
Deiano, Nat. B. (colored).	Landsman.	Rayner, Jas.....	Coal heaver.
Duval, James.....	Ordinary seaman.	Roberts, Wm.....	Seaman.
Davis Wm.....	Landsman.	Smith, Jas.....	Second-class fireman.
Evans, Chas.....	Second-class fireman.	Thom, Jas.....	Ordinary seaman.
Foster, Fred.....	Ordinary seaman.	Worth, Jacob H.....	First-class fireman.
Francis, Chas.....	Coal heaver.	Wrenn, John.....	Coal heaver.
Finn Jas.....	First-class fireman.	West, Wm. C.....	Do.
Fletcher, Henry.....	Do.	Williams, John.....	Seaman.
Grady, John J.....	Landsman.	Walker, Edw.....	Do.
Gould, John.....	Seaman.	Williams, David.....	Do.
Hannible, Chas. (colored).	Landsman.	Wilson, John.....	Landsman.
Haverty, Benj.....	Second-class fireman.	Walker, Thos. H.....	Do.
Hogan, Pat.....	Do.	Woolcy, Geo. A.....	Ordinary seaman.

U. S. RECEIVING SHIP NORTH CAROLINA,
Navy Yard, New York, October 28, 1864.

I certify that the foregoing is a correct list, from the records of this office, of the crew transferred from this ship to the U. S. ironclad *Tecumseh*.

SAMUEL VERY, JR.,
Acting Master, in Charge of Detail Office.

Report of Rear-Admiral Farragut, U. S. Navy, regarding captured members of the U. S. S. *Tecumseh*'s crew.

No. 502.]

U. S. FLAGSHIP HARTFORD,
Mobile Bay, October 25, 1864.

SIR: In my dispatches reporting the action of the 5th of August I mentioned that four of the crew of the *Tecumseh* swam on shore at Fort Morgan and were taken prisoners by the rebels.

By flag of truce up the bay I have ascertained the names of these men, viz, George C. Overton, J. Loughray, P. McGinnis, — Farrell, and that they were sent from Mobile on the 21st August to Americus, Ga.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Comdg. Western Gulf Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Commander Nicholson, U. S. Navy, commanding U. S. S. *Manhattan*.

U. S. S. MANHATTAN,
Mobile Bay, August 6, 1864.

SIR: I have the honor to make the following report of the part taken by this ship in the action of the 5th instant with Fort Morgan and the rebel ironclad *Tennessee*:

At 7 hours 5 minutes a. m. I opened on the fort, but owing to the dense smoke from the guns our firing was necessarily very slow.

After passing Fort Morgan I devoted my attention entirely to the rebel ironclad, firing my guns slowly and with great precision.

At 9:45 I obtained a raking position under his stern and fired a solid shot, which struck him on the port quarter, carrying away his steering gear. At 9:57, when on the point of firing from the same position, he hauled down his colors and surrendered.

I fired at the *Tennessee* six times, viz: One shell, two solid, and three cored shot.

I am satisfied that most if not all the serious damage she has sustained was caused by the XV-inch shot from this vessel.

This ship was struck by the enemy's shot nine times, causing no material damage, but of this I will make a separate report. No person was injured on board. Officers and men all did their duty; but I

especially recommend Acting Ensign John B. Trott, who was stationed at the wheel steering the ship himself, for the admirable manner in which he performed his duty.

Also Acting Master Robert B. Ely, for the manner in which he worked his guns.

Both of these gentlemen I think are worthy of being advanced a grade in the service.

One of XV-inch carriages is temporarily disabled by the breaking of some bolts.

I am, very respectfully, your obedient servant,

J. W. A. NICHOLSON,
Commander.

Rear-Admiral D. G. FARRAGUT,
Comdg. West Gulf Blockading Squadron, Mobile Bay, Ala.

[Enclosures.]

U. S. IRONCLAD MANHATTAN,
Mobile Bay, August 5, 1864.

SIR: I have the honor to report the following as the expenditure of ammunition in action of to-day with the rebel Fort Morgan and the rebel ironclad ram *Tennessee*:

Four XV-inch shell, 3 fuzes, 3 $\frac{1}{4}$, 7, and 10 seconds; 3 XV-inch solid shot; 4 XV-inch cored shot; 4 XV-inch charges, 35 pounds; 4 XV-inch charges, 50 pounds; 3 XV-inch charges, 60 pounds.

Respectfully, your obedient servant,

C. M. SCHOONMAKER,
Lieutenant and Executive Officer.

Commander J. W. A. NICHOLSON, U. S. Navy,
Commanding Manhattan.

U. S. IRONCLAD MANHATTAN,
Mobile Bay, August 5, 1864.

SIR: I have the honor to report the following damages sustained by this ship in action of to-day with the rebel Fort Morgan and the rebel ironclad *Tennessee*:

Turret.—One 2 $\frac{1}{4}$ -inch indentation from conical steel-pointed shot, 4 feet from deck; one $\frac{3}{8}$ -inch indentation from glancing shot, 2 feet from deck; one 1 $\frac{7}{8}$ -inch indentation just above base ring; outside, three rivet heads knocked off and four started; inside, seven rivet heads knocked off and seven started; base ring separated slightly.

Pilot house.—One 1 $\frac{1}{4}$ -inch indentation from conical shot, 4 feet 3 inches from base; outside, one rivet head knocked off and two started; inside, one rivet head knocked off and two started.

Armor.—Struck by glancing shot on starboard quarter a few feet forward of propeller and 10 inches below the deck. Separated armor plates slightly for 5 feet.

A shot passed through both quarters of one boat and through the gunwale of the other.

One ventilator-stay was shot away; ventilator dented by a fragment of shell. A shot passed through boiler-iron around rim of turret.

The carriage of port XI-inch gun was disabled by the recoil, carrying away six boltheads securing composition plates.

Respectfully, your obedient servant,

C. M. SCHOONMAKER,
Lieutenant and Executive Officer.

Commander J. W. A. NICHOLSON,
Commanding Manhattan.

U. S. S. MANHATTAN, *August 5, 1864.*

SIR: I respectfully submit the following report of the working of the machinery of this vessel during the action to-day:

Though having been tested severely during the chase of the rebel ram *Tennessee*, everything worked well, and is now ready for service at any moment.

Very respectfully, your obedient servant,

CHAS. L. CARTY,
Acting Chief Engineer.

Commander J. W. A. NICHOLSON,
Commanding U. S. S. Manhattan.

Report of Commander Nicholson, U. S. Navy, commanding U. S. S. Manhattan regarding injuries inflicted by that vessel upon the C. S. ram *Tennessee*.

U. S. IRONCLAD MANHATTAN,
Mobile Bay, Ala., August 8, 1864.

SIR: Of the six XV-inch projectiles fired from this vessel at the rebel ironclad *Tennessee*, I claim four as having struck, doing most of the real injuries that she has sustained, viz:

1st. One shot on port beam, going entirely through the armor and crushing the wood backing, making a hole completely through the vessel.

2d. One shot near the first, but higher up, and farther forward, making a deep indentation, and then glancing over the ship.

3d. A shell striking her stern port shutters, disabling it, so the gun could not be used.

4th. A shot striking her stern, ripping up the deck plating, carrying away her steering gear, and then striking her armor at the angle of the port quarter, crushing it, and starting the wood backing through to the inside.

I am, very respectfully, your obedient servant,

J. W. A. NICHOLSON,
Commander.

Rear-Admiral D. G. FARRAGUT, U. S. Navy,
Commanding West Gulf Blockading Squadron, Mobile Bay, Ala.

Letter from Rear-Admiral Farragut, U. S. Navy, to the Bureau of Ordnance, transmitting report of Captain Drayton, U. S. Navy, regarding the examination of a shell fired by the U. S. S. Manhattan.

U. S. FLAGSHIP HARTFORD,
Mobile Bay, October 20, 1864.

SIR: In answer to your letter of the 26th September, desiring further enquiries to be made into the circumstances connected with a

XV-inch shell having been found in Fort Morgan after its surrender, which it was supposed by Commander Nicholson, of the *Manhattan*, had been put on board fuzed, but unloaded, I beg to inclose the report of Captain Drayton, who had examined this shell very soon after the fort came into our possession.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Commander H. A. WISE,
Chief of the Bureau of Ordnance, Navy Department, Washington.

[Enclosure.]

FLAGSHIP HARTFORD,
Mobile Bay; October 20, 1864.

SIR: I beg leave to report that I have examined into the circumstances connected with the XV-inch shell used by the U. S. S. *Manhattan* against Fort Morgan, which was reported by Commander Nicholson as not to have been filled.

Only two of these shells were, I think, found near the fort after its surrender. One three-fuzed had struck the wall near the sally port with the fuzes directly in front, so as to completely choke them with brickdust. The other, also three-fuzed, was inside of the water battery and contained, when I examined it, only a small quantity of caked powder, but as the water caps were gone and the paper fuzes out there is a probability that the remainder may have been taken out by whoever withdrew these.

At any rate, I do not think from the facts that we can arrive at the inference with any certainty that the shell when fired was unloaded.

I am, very respectfully, your obedient servant,

P. DRAYTON,
Fleet Captain.

Rear-Admiral D. G. FARRAGUT,
Commanding Western Gulf Squadron, Mobile Bay.

Report of Commander Stevens, U. S. Navy, commanding U. S. monitor *Winnebago*, transmitting reports of engineer and gunner.

U. S. MONITOR WINNEBAGO,
Mobile Bay, August 6, 1864.

SIR: I have the honor to report that according to instructions this vessel, yesterday at 5:30 a. m., got underway from her anchorage near Sand Island and proceeded up the bay for the purpose of attacking the enemy.

At 7 took station between Fort Morgan and the wooden vessels of the fleet, in line of battle. At 7:15 opened fire on the fort, the enemy firing rapidly. At 8 the U. S. monitor *Tecumseh* was blown up and sunk by a torpedo when within about a cable's length of us, and shortly after the following men, having been saved from the wreck, were brought on board in a boat belonging to the *Metacomet*: Acting Ensign John J. P. Zettick, Quartermaster William Roberts, Quartermaster Chauncy P. Dean, Seamen George Major, James McDonald, Ordinary Seamen James Burnes, Charles Packard, James Lands, William Tidder; Coal Passer William West.

At 8:30 passed Fort Morgan and steamed slowly up the bay. At 9:10 the after turret broke down. At 9:15 received order from flagship to attack the rebel ram *Tennessee*, which surrendered at 9:45. Anchored with the fleet at 10:45 in the lower fleet anchorage of Mobile Bay. Enclosed please receive engineer's report of condition of the turrets and the gunner's account of ammunition expended. The *Winnebago* was struck 19 times, three of the shot having penetrated the deck near the after turret. I have to report no casualties. The officers and men conducted themselves well, and to Acting Volunteer Lieutenant W. F. Shankland, First Assistant Engineer John Purdy, who volunteered for this vessel, and the pilot, William H. Wroten, I am indebted for valuable assistance.

I have the honor to remain, your obedient servant,
T. H. STEVENS,
Commander.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron.

[Enclosures.]

U. S. S. WINNEBAGO,
Mobile Bay, August 6, 1864.

SIR: I respectfully call your attention to the following report:

Owing to the bad management of the starting bar in [the] Ericsson turret of this vessel by the officer of the division, one tooth was broken and the other outer rim of the main spur wheel cracked while engaging the enemy's steamer off Fort Gaines on the 4th instant. The damages I repaired by working all night of the 4th. On the morning of the 5th I started the turret to working; the performance was satisfactory to me. I then turned it over to First Assistant Engineer John Purdy, who had volunteered for general service. He deserves the highest praise for the careful manner in which he worked the turret, until compelled by the excessive heat to leave the turret for a few moments to get fresh air. During his absence the turret was broken by the officer of the division who usually worked it, and during Mr. P.'s absence two more teeth were broken, which effectually disabled the turret for the time being. You are aware of the condition of the Eads turret, and it is just as it was when you took command of this vessel. As there may be some doubts as to the cause of the trouble we experienced last night, I respectfully ask for a board of survey.

Very respectfully, your obedient servant,
SIMON SCHULTICE,
Acting Chief Engineer, U. S. Navy.

Commander THOS. H. STEVENS,
Commanding U. S. S. Winnebago.

U. S. S. WINNEBAGO,
Mobile Bay, August 5, 1864.

SIR: I have the honor to inform you that the following is a correct list of ordnance stores expended whilst engaging the rebel batteries and fleet:

52 XI-inch charges, 15 pounds each; 2 XI-inch charges, 25 pounds each; 6 XI-inch shell, 5-seconds; 12 XI-inch shell, 10-seconds; 14

XI-inch shrapnel, 5-seconds; 6 stands XI-inch grape; 2 stands XI-inch canister; 14 stands XI-inch solid shot, ordinary; 2 stands XI-inch solid shot, steel.

I am, sir, very respectfully, your obedient servant,

ROBERT SHERMAN,
Acting Gunner.

Commander THOS. [H.] STEVENS, U. S. Navy,
Commanding U. S. S. Winnebago.

Additional report of Commander Stevens, U. S. Navy, commanding U. S. monitor Winnebago, transmitting report of the destruction of telegraph lines between Fort Morgan and Mobile.

U. S. MONITOR WINNEBAGO,
Mobile Bay, August 9, 1864.

SIR: A boat's crew, consisting of 14 men, in charge of Acting Ensign Michael Murphy and Acting Master's Mate John L. Hall, and accompanied by the pilot, Mr. William H. Wroten, landed from this vessel last night after moon-set, at Edith's Hammock, and cut the telegraph between Fort Morgan and Mobile, as you desired.

The service, one of danger and difficulty, was neatly performed, and I desire to bring to your favorable attention the good conduct of both officers and men. The local knowledge of Mr. Wroten, who volunteered readily his services, was invaluable.

I enclose herewith the report of Acting Ensign Murphy, and have the honor to remain,

Your obedient servant,

T. H. STEVENS,
Commander.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron.

[Enclosure.]

U. S. S. WINNEBAGO,
Mobile Bay, August 9, 1864.

SIR: I have the honor to inform you that the boat expedition sent from this vessel last night, by your orders and under my charge, was completely successful, succeeding in cutting off the rebel communication between Fort Morgan and Mobile by destroying about 100 yards of their line of telegraph.

I am, very respectfully, your obedient servant,

MICHAEL MURPHY,
Acting Ensign.

Commander T. H. STEVENS,
Commanding U. S. Monitor Winnebago.

Report of Acting Volunteer Lieutenant Shankland, U. S. Navy, regarding the working of the U. S. monitor Winnebago.

U. S. S. WINNEBAGO,
Off Mobile, October 7, 1864.

SIR: In obedience to orders from the honorable Secretary of the Navy, dated September 5, 1864, I beg leave to offer the following

report of my knowledge in regard to this monitor. I have carefully noticed all defects that came under my own observation and also all reports of such that came to me through my officers:

In regard to the hull of this vessel, there are several defects that I have noticed. The outside armor of this vessel is not sufficiently low around the bows; when full coaled and provisioned the armour is 4 inches from the water. It requires to be 1 foot deeper; the hull will then be protected at light water draft as well as deep. I do not approve of the deck arrangements. In the first place they will not resist shot fired almost horizontally, as proven when passing Fort Morgan on the morning of August 5; we were struck three times on the deck from the water battery, one of which made an opening through the deck a foot long, but did not go below; the other two broke the outside plating and wood underneath. These shots were fired at a distance of 300 yards. I am satisfied that a plunging shot would go through this vessel's deck and hull. I have paid great attention to the steering, and can safely say that it is open to great improvements; also the propellers (Griffith's) on this vessel; they are but little use for the power of the engine; the overhang for the protection of rudders and propellers is too low. By altering the rudders, propellers, and overhang, the speed of this boat would be 2 miles an hour greater. As regards the strength of this boat, I believe her to be a good boat for rivers, but not for sea. Her pumps are five in number; three are bilge pumps and two for fire, one of which works by steam, the other by hand; the steam pump is the only one that can be used in case of fire; the other is placed behind the boilers and is worked by hand, but owing to the extreme heat it would be useless; by connecting the bilge pumps from the outside they could then be used for either purpose. The forward turret is known as the Eads turret; it has not been in good working order since I joined this ship, June 7, 1864. The machinery for hoisting, lowering, running in and out, and the recoil, works splendidly, but the revolving engine of the turret is too light for the work it has to perform; at present it is in better condition than I have ever seen it, but can not be relied upon. With the Eads turret we can get an elevation of twenty degrees; with the Ericsson turret we get but ten degrees. The Ericsson turret has always worked well until the morning of August 4, when one of the cogs of the spur-wheel was broken; on the morning of August 5 two more were broken, and on the 22d August it became entirely disabled by the breaking of the wheels. I am now using it stationary. I have never known the Ericsson turret to jam or stop while revolving. The Eads turret would frequently jam when in use. This has been remedied by cutting off the bulkheads around it. The boilers will not last long in salt water, being high pressure. The four XI-inch Dahlgrens are in capital order and work well.

I beg to call your attention to the magazine and shell rooms. They are four in number; the roofs are three-fourths inch pine, about 15 inches below the deck, and as it has been proven that the decks are easily pierced I deem them very unsafe. They are lightly built and much exposed. The light rooms and armory are but half fitted up; the light rooms have no lining of metal inside, except one sheet of tin over the chimney; the armory requires lining overhead to prevent sweat, which is so bad that it is impossible to stop it without being lined. If proper, I would respectfully request that loopholes should be cut in the Ericsson turret, the same as the Eads turret; as it now is no object can be seen except through the ports, and when they

are closed, as they are when loading, nothing can be seen from the inside. The plan of speaking tubes from the pilot-house to the turrets and engine room requires great alteration to make them answer; on this boat they are tin, and being much exposed below have become useless to us; they could be made of stout copper and boxed over, so that they could be depended upon at all times. The Ericsson turret was struck by what I should judge a X-inch Columbiad about 15 inches from the top, making an indentation 1 foot 2 inches in length by 6 inches broad and 1½ deep. The shot struck on its side. With this exception no other injury was done, not starting any of the bolts, several of which are close to the mark. The Eads turret was struck by grapeshot in four different places about half inch deep. Hoping that this report will meet the views of the Department,

I am, very respectfully, your obedient servant,

W. F. SHANKLAND,

Acting Volunteer Lieutenant, Commanding.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Lieutenant-Commander Perkins, U. S. Navy, commanding U. S. monitor Chickasaw, transmitting report of gunner.

U. S. MONITOR CHICKASAW,

Mobile Bay, August 7, 1864.

SIR: I have the honor to submit the following report:

At 6 a. m. on Friday, August 5, in obedience to orders, I got underway and took my position in the rear of the *Winnebago* on the right of the line. I passed the forts with the rest of the fleet, firing as rapidly as possible.

Afterwards, in obedience to orders, I attacked the rebel ram *Tennessee*, following her up closely, shooting away her smokestack, and firing solid shot at her until her flag was hauled down and a white flag raised. Her steering gear being shot away, I took her in tow and brought her to anchor near the *Hartford*. In the afternoon of the same day I again got underway and brought a large barge, the *Ingomar*, out from under the guns of Fort Powell, exchanging several shot and being struck three times.

On the morning of the 6th I proceeded again to Fort Powell, which I found deserted and blown up. I towed out another barge.

In the afternoon I advanced and shelled Fort Gaines.

Too much praise can not be given to all the officers and men for their coolness and efficiency under fire and their endurance while at quarters.

I would mention in particular Acting Volunteer Lieutenant William Hamilton, the executive officer, who, when on his way home, condemned by medical survey, volunteered for this vessel. I owe much to him for his energy in fitting out the vessel and for his gallantry and coolness during the fight. Acting Master E. D. Percy, who also volunteered for the vessel and commanded the guns in the after turret, and Gunner John A. McDonald, who commanded the forward turret, deserve especial mention for the skill and rapidity with which they fought their batteries.

Chief Boatswain's Mate Andrew Jones and Master-at-Arms James Seanor, who, although their time was out, volunteered for the fight from the *Vincennes*, are entitled to honorable mention.

During the entire action the vessel was struck a number of times. The smokestack was shot almost entirely away, and one shot penetrated the deck on the starboard bow. No serious injury was suffered, and there were no casualties among officers or men.

I enclose the report of ammunition expended.

Respectfully, your obedient servant,

G. H. PERKINS,
Lieutenant-Commander.

Rear-Admiral D. G. FARRAGUT,
Flagship Hartford.

[Enclosure.]

U. S. STEAM MONITOR CHICKASAW,
August 7, 1864.

SIR: I have the honor to report the following expenditure of ordnance and ordnance stores in the engagement of the 5th and 6th of August:

Shell expended upon Fort Morgan, 5-second.....	75
15-pound charges expended upon Fort Morgan.....	75
Shot, steel, expended upon ram <i>Tennessee</i>	4
Shot, cast-iron, expended upon ram <i>Tennessee</i>	48
20-pound charges expended upon ram <i>Tennessee</i>	52
Shell, expended upon Fort Powell, 5-second.....	25
15-pound charges expended upon Fort Powell.....	25
Shell expended upon Fort Gaines, 5-second.....	15
Shell expended upon Fort Gaines, 10-second.....	16
15-pound charges expended upon Fort Gaines.....	31
Percussion primers expended.....	190
Lock-strings expended.....	2
Sponges.....	2
Rammers.....	1

Very respectfully,

JOHN A. McDONALD,
Gunner.

Lieutenant-Commander G. H. PERKINS,
Commanding U. S. Steam Monitor Chickasaw.

Order of Fleet Captain Drayton, U. S. Navy, to Lieutenant-Commander de Krafft, U. S. Navy, commanding U. S. S. *Conemaugh*, transmitting order for the U. S. schooner *Maria A. Wood*.

FLAGSHIP HARTFORD,
Mobile Bay, August 6, 1864.

SIR: The admiral desires that you will send the accompanying letter to Lieutenant-Commander Grafton, who will be directed to tow off Petit Bois [Island] Pass the ordnance schooner *Maria A. Wood*, and on her arrival there have her taken inside and brought as near Fort Powell as she can conveniently lay.

Very respectfully, your obedient servant,

P. DRAYTON,
Fleet Captain.

Lieutenant-Commander J. C. P. DE KRAFFT,
U. S. S. Conemaugh, off Grant's Pass.

When you get the coal bark in, discharge and send her back to Pensacola as soon as you can.

[Enclosure.]

FLAGSHIP HARTFORD,
Mobile Bay, August 6, 1864.

SIR: The admiral directs that on the receipt of this you will have the ordnance schooner *Maria A. Wood* sent off Petit Bois [Island] Pass, and inform Lieutenant-Commander de Krafft of her arrival, who will have her taken inside. You will also send the *Cowslip* to Pensacola at once, with the accompanying order for officers and men, which she will deliver in the [Mississippi] Sound for transfer to our vessels here.

Very respectfully, your obedient servant,

P. DRAYTON,
Fleet Captain.

Lieutenant-Commander W. C. GRAFTON,
U. S. S. Genesee, Senior Officer off Mobile Bar.

Report of Rear-Admiral Farragut, U. S. Navy, transmitting report of Lieutenant-Commander de Krafft, U. S. Navy, commanding U. S. S. *Conemaugh*.

No. 575.]

FLAGSHIP HARTFORD,
West Gulf Blockdg. Squadron, Key West, December 4, 1864.

SIR: I have the honor to forward herewith the report of Lieutenant-Commander J. C. P. de Krafft, of the *Conemaugh* (enclosure No. 1), of the attack made by that vessel and the vessels under his command in Mississippi Sound against Fort Powell on the 5th of August last, the day I entered with a portion of my fleet into Mobile Bay. Also the report of Acting Master G. P. Pomeroy (enclosure No. 2), of the *Estrella*, and a further report (enclosure No. 3), of that officer describing the condition of Fort Powell on his landing there on the following day, August 6.

These reports should have been forwarded after the action, but were accidentally overlooked.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Comdg. West Gulf Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Lieutenant-Commander de Krafft, U. S. Navy, commanding U. S. S. *Conemaugh*, regarding attack on Fort Powell.

U. S. S. CONEMAUGH,
Grant's Pass, August 6, 1864.

SIR: I have to submit the following report of operations in the sound in connection with the occupation of Mobile Bay by the naval forces under your command:

On the 3d and 4th instant we landed without opposition the forces of Major-General Granger on Dauphin Island, in obedience to your instructions.

At the time the fleet passed Fort Morgan, the *Conemaugh*, *J. P. Jackson*, *Estrella*, *Narcissus*, and *Stockdale* got underway and took position to the westward of Fort Powell, at easy rifle range, and opened with two 100-pounder Parrotts and four 30-pounder Parrotts.

At 8:32 a. m. Fort Powell replied from three guns on its western parapet, maintaining a brisk fire until 10 o'clock, at which time, discovering the fleet inside the bay, its firing ceased, nor did they again reply to any fire from our guns, but a portion of the garrison was discovered evacuating the works by wading to the mainland.

At 12 o'clock, failing to elicit any reply, we ceased firing and anchored in our position.

At 11 o'clock p. m. the enemy finally abandoned and blew up the work.

Early this morning Acting Master G. P. Pomeroy was dispatched to take possession of the fort and hoist the American flag. He found seven heavy guns and six fieldpieces, with a large amount of ammunition, mostly in good order, and the center of the work entirely demolished.

I am happy to state that there were no casualties on the vessels under my command.

The deck of this ship has been badly sprung and shaken under the 100-pounder pivot, owing to the deck being too light for the present battery.

I am, very respectfully, your obedient servant,
 J. C. P. DE KRAFFT,
Lieutenant-Commander.

Rear-Admiral D. G. FARRAGUT,
Comdg. West Gulf Blockdg. Squadron, Mobile Bay.

Report of Lieutenant-Commander de Krafft, U. S. Navy, commanding U. S. S. *Conemaugh*, forwarding prize list.

U. S. S. GONEMAUGH,
Charleston, S. C., July 10, 1865.

SIR: The following persons now on board this vessel were attached to her and participated in the attack on the defenses of Mobile Bay, under Rear-Admiral D. G. Farragut, August 5, 1864. If the prize money for that capture is ready for distribution, will you be pleased to direct the paymaster to pay the amounts due each individual herein named?

J. C. P. de Krafft, lieutenant-commander; Alfred Lapoint, first assistant engineer; William W. Fisher, quartermaster; Emanuel Francis, seaman; Frank Plaisted, first-class boy; William S. Gordon, landsman; Amacey Sheer, coal heaver.

The honor of a reply is respectfully requested.

Very respectfully, your obedient servant,
 J. C. P. DE KRAFFT,
Lieutenant-Commander.

STEPHEN J. W. TABOR, Esq.,
Fourth Auditor, Treasury Department, Washington, D. C.

Report of Acting Master Pomeroy, U. S. Navy, commanding U. S. S. Estrella, regarding the part taken by that vessel in the attack on Fort Powell.

U. S. S. ESTRELLA,
Off Fort Powell, Mississippi Sound, August 6, 1864.

SIR: I have the honor to make the following report, comprising the part this vessel took in the engagement on Fort Powell August 5:

We weighed anchor, according to orders, taking our position in line, and steamed gradually up to the fort. At 8:40 we opened fire with 30-pounder Parrott, at the range of 3,500 yards; gradually approached nearer the fort until within range of about 2,000 to 2,500 yards. The fort opened on us, throwing shell all around us, but did not succeed in hitting us. We kept up a constant fire until 10 o'clock, using 32-pounder. When near enough, signals were made to cease firing. We dropped down at a long range and anchored, having fired 31 Schenkle shell and 5 10-second shell, making some very excellent shots. About 9:45 we perceived the troops evacuating the fort by the way of the reef leading from fort to mainland. As near as I could judge I should think there were from 100 to 150. They seemed to be in great haste, as they took nothing with them. At 11:45, signal being made to engage the enemy, we steamed up to an easy range of 2,000 yards and commenced firing again. Our Schenkle shell tumbling badly, we had to use solid shot. The enemy did not reply, and I could only see some 10 or 12 men remaining on the fort. About 12:45, signals being made to cease firing, we dropped down at long range and anchored. We expended during the action the following ammunition: Three 10-pound Parrott, 10 15-second shell, 5 10-second shell, 32 Schenkle shell, and 28 solid shot, 32-pounder, 3 10-second shell, 2 15-second shell. I am very happy to say we have no casualties to report, as the enemy did not hit us with a single shell. I am happy to inform you that the crew and officers did their duty and behaved well, being the first time a large portion of them were ever under fire.

I have the honor to be, very respectfully, your obedient servant,

G. P. POMEROY,
Acting Master, in Command.

Lieutenant-Commander J. C. P. DE KRAFFT,
*U. S. S. Conemaugh,
Commanding Division, Mississippi Sound.*

Report of Acting Master Pomeroy, U. S. Navy, commanding U. S. S. Estrella, regarding the examination of Fort Powell after the evacuation by the Confederates.

U. S. S. ESTRELLA, August 6, 1864.

SIR: In obedience to your orders, at 7 o'clock a. m. I landed on Fort Powell and examined it carefully. I found it had been blown up, turning the center directly out over the parapet. It is nothing but a heap of rubbish and ruins, with a deep tunnel-shaped hole in the center, which was filled with water. There are some remaining portions of the magazines for shell and some shell in them in good order. It had the appearance of being evacuated in great haste, as some of the clothing of men and officers are still remaining in their quarters. There is a long wharf leading out on the northeast side of the fort, at

the end of which is $5\frac{1}{2}$ or 6 feet of water; lying alongside is a barge, capable of carrying from 100 to 150 tons of coal, in good order. On the wharf are the quarters for the soldiers, in which are some few muskets, canteens, and privates' clothing, which is of little value. I found in the fort the following guns and ammunition:

On the northeast corner, 2 ammunition chests with spherical case. One X-inch columbiad, perfect, with carriage; 1 iron fieldpiece, $3\frac{1}{2}$, with carriage; 1 fieldpiece, $4\frac{1}{2}$, with carriage, right wheel broken; 1 fieldpiece, perfect.

The following on the east side: One pivot gun, dismounted and partly buried; one chest of hand grenades, perfect.

In the bombproof that is partly demolished is the following shell: Forty-seven shell for 7-inch gun, in good order, in boxes.

Southeast corner: One 7-inch rifle pivot gun, in good order, on carriage; 1 fieldpiece, $4\frac{1}{2}$ -inch, in good order, on field carriage.

South side: One 7.6 gun, smoothbore.

Southwest corner: One 7-inch rifle gun, partly buried up; has about 1 foot of muzzle broken off.

West side, in bombproof, partly buried up, a quantity of projectile shells for rifle guns.

West side: One 8-inch gun, smoothbore, on carriage, partly covered up in rubbish.

On the southwest corner: One $5\frac{1}{2}$ fieldpiece, on carriage, in good order.

This comprises all the armament I could see. Still I think there is another rifle gun buried upon the west side. These guns are all of rebel manufacture.

There are large quantities of square fine lumber in good order, which may be useful to fleet in repairing damages; also some 3 and 4 inch plank.

I am, sir, very respectfully, your obedient servant,

G. P. POMEROY,
Acting Master, in Command.

Lieutenant-Commander J. C. P. DE KRAFFT,
U. S. S. Conemaugh,
Commanding Division, Mississippi Sound.

Report of Rear-Admiral Farragut, U. S. Navy, transmitting report of the commanding officer of the U. S. S. *Philippi* regarding the loss of that vessel.

No. 337.]

FLAGSHIP HARTFORD,
Mobile Bay, August 8, 1864.

SIR: I regret to inform the Department that after I had passed the forts some time I saw a steamer on fire inside the bay. I soon perceived that it was the *Philippi*, and I could not imagine how she came to be set on fire.

I have since received the report of her commanding officer, Acting Master J. T. Seaver, which is herewith enclosed.

The facts appear to be that Acting Master Seaver, on the evening before the action, asked Fleet Captain Drayton if he should not follow the squadron into the bay. Captain Drayton told him that that would be a folly, and ordered him to go and deliver the ammunition

he had brought from Pensacola on board the *Tennessee*, and then report to Lieutenant-Commander Grafton, senior officer, for duty outside. Instead of doing this, he followed the fleet in, and was struck with a shot from the fort, when he put his helm aport and ran her on the bank. After having had 2 men killed and 2 wounded, he deserted the vessel, leaving his signal book (boat code) on the quarter-deck, where it was found by the enemy, who subsequently boarded the vessel.

I shall bring him to a court-martial the moment I have time, although I do not think he deserves so much consideration.

The rebels set the vessel on fire, and we have thus lost one of the most efficient vessels in the squadron for all kinds of express duty, and we are sadly in want of just such vessels.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

[Enclosure.]

U. S. S. COWSLIP, August 6, 1864.

SIR: I beg leave to make the following report to you in regard to the loss of the U. S. S. *Philippi*:

At daylight hove up anchor and steamed alongside the *Tennessee* and discharged all the ordnance stores and provisions belonging to other vessels, not having orders to report to any one, and the verbal order I received being to discharge the stores into the *Tennessee* as quickly as possible, I did so. Wishing to be of assistance to the fleet in case any vessels were disabled, and knowing the power of my steamer, immediately after the freight was out, I dropped off from the *Tennessee*, got hawsers, lines, etc., all ready to be of assistance in towing any disabled vessel which would need my services. At 7:45 stood up the channel for the fleet, keeping as far out of range of the fort as I could judge was necessary to clear the shoal, the quartermaster at the lead from the time of making the bar. At about 9:15, while going ahead slow, the quartermaster gave the cast, a quarter less three, and the steamer immediately struck. I rang three bells and tried to back her off, but she did not stir. I kept backing for ten minutes; had about 35 pounds of steam on. The fort then opened fire on us, and getting our range every other shell did execution. The second shell (or shot, as it did not explode I could not tell which) struck the rail about the starboard bow port, and immediately killed Frank Wilson, landsman. One shot passed through the boiler, entirely disabling us, and another burst in the engine room. At this time Fort Morgan kept up a constant fire at us, every shell doing more or less execution. The men, while I was forward, many of them rushed aft and commenced cutting the boats' falls. Hearing this, I came aft and ordered them to stop, which they did, and the boats were lowered with safety, but the men crowded in and two of the boats were immediately filled. I put the wounded in one of the boats, and sent the dingey in charge [of] Acting Ensign L. R. Vance to the *Cowslip* for assistance.

The deck being full of steam and smoke, and indication of the ship being on fire, and two of my men being wounded and one scalded, and

almost every shell, either direct or ricochet, striking the steamer, and the boiler being disabled, and my men, several of them, being almost paralyzed with fear; also the sight of the rebel steamer coming out, and the utter impossibility to save the steamer or resist the enemy, I judged it best to abandon her. I pulled alongside the *Cowslip* and *Buckthorn*, the two vessels being close to each other, and put the wounded on board. Both vessels then stood toward the *Genesee*. I went on board and reported to Captain Grafton; was ordered to put the wounded on board the *Tennessee* and report to Captain Grafton again, but as the *Genesee* steamed toward Pelican Channel I was forced to remain in the *Tennessee*. The quartermaster, William H. French, who was wounded in the stomach, died at 7:20.

List of casualties: Frank Wilson (landsman), killed; William H. French (quartermaster), mortally wounded; John Collins (coal heaver), scalded, and Joseph Boyd, slightly wounded.

The officers were perfectly cool throughout the time while under fire and in leaving the ship.

Very respectfully, your obedient servant,

JAS. T. SEAVER,
Acting Master.

Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron.

Report of Rear-Admiral Farragut, U. S. Navy, forwarding the record of a court-martial in the case of James T. Seaver, late acting master, commanding U. S. S. *Philippi*.

No. 397.]

FLAGSHIP HARTFORD,
WEST GULF BLOCKADING SQUADRON,
September 8, 1864.

SIR: I forward herewith the record of a naval general court-martial convened on board the U. S. S. *Richmond* in Mobile Bay in the case of Acting Master James T. Seaver, late commanding officer of the U. S. S. *Philippi*, the loss of which vessel has been previously reported to the Department.

The sentence of the court is that he be dishonorably dismissed the service, and though I consider the finding of the court just, yet as the President must approve the same before it can be carried into effect, I have simply endorsed it "Forwarded."

I have ordered him to be sent North in the *Circassian*, under arrest, to be disposed of as the Government may direct.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Captain Denicke, U. S. Army, transmitting copy of all official signal messages sent and received from August 5 to 11, 1864.

U. S. S. BROOKLYN, *August 12, 1864.*

MAJOR: I have the honor to forward to you herewith a copy of all official messages sent and received by me during the seven days com-

mencing August 5 and ending August 11, 1864. Nos. I, II, III, IV, V, and VI were sent and received while under fire of the rebel Fort Morgan, gunboats *Morgan*, *Gaines*, *Selma*, and the ironclad *Tennessee*.

I am, sir, very respectfully, your obedient servant,

ERNEST A. DENICKE,

Captain and Acting Signal Officer, U. S. Army.

Major F. W. MARSTON,

Chief Signal Officer, Military Division of West Mississippi.

[Enclosure.]

I.

U. S. S. BROOKLYN, *August 5, 1864—7:25 a. m.*

The monitors are right ahead. We can not go on without passing them. What shall we do?

JAMES ALDEN,

Commanding.

Admiral FARRAGUT.

II.

U. S. S. HARTFORD, *August 5, 1864—7:30 a. m.*

Go ahead.

DAVID G. FARRAGUT,

Rear-Admiral.

Captain JAMES ALDEN,

Commanding U. S. S. Brooklyn.

III.

U. S. S. BROOKLYN, *August 5, 1864—7:35 a. m.*

Our best monitor has been sunk.

JAMES ALDEN,

Captain, Commanding.

Rear-Admiral FARRAGUT.

IV.

U. S. S. HARTFORD, *August 5, 1864—7:40 a. m.*

Tell the monitors to go ahead and then take your place.

DAVID G. FARRAGUT,

Rear-Admiral.

Captain JAMES ALDEN,

Commanding U. S. S. Brooklyn.

V.

U. S. S. HARTFORD, *August 5, 1864—8:30 a. m.*

Haul up your cowcatcher.

DAVID G. FARRAGUT,

Rear-Admiral.

Captain JAMES ALDEN,

Commanding U. S. S. Brooklyn.

VI.

U. S. S. HARTFORD, *August 5, 1864—9 a. m.*

Hail the monitor and tell her to run alongside of us. Prepare to run down the ram.

DAVID G. FARRAGUT,
Rear-Admiral.

Captain JAMES ALDEN,
Commanding U. S. S. Brooklyn.

VII.

U. S. S. HARTFORD, *August 5, 1864—10 a. m.*

Send the *Loyall* here at once. Send the fleet surgeon on board immediately.

DAVID G. FARRAGUT,
Rear-Admiral.

Captain JAMES ALDEN,
Commanding U. S. S. Brooklyn.

VIII.

U. S. S. BROOKLYN, *August 5, 1864—10:10 a. m.*

The *Loyall* is not with us. The fleet surgeon is not here, but on the *Richmond*.

JAMES ALDEN,
Captain, Commanding.

Rear-Admiral DAVID G. FARRAGUT.

IX.

U. S. S. HARTFORD, *August 5, 1864—11 a. m.*

How did you get off?

Captain JAMES ALDEN,
Commanding U. S. S. Brooklyn.

X.

U. S. S. BROOKLYN, *August 5, 1864—11:30 a. m.*

About 11 killed and 30 wounded.

JAMES ALDEN,
Captain, Commanding.

U. S. S. HARTFORD.

XI.

U. S. S. HARTFORD, *August 5, 1864—3 p. m.*

Call the *Lackawanna* 1423. Tell the captain to send one third assistant engineer, one coal heaver, and one fireman to the rebel ram *Tennessee*.

DAVID G. FARRAGUT,
Rear-Admiral.

Captain DENICKE,
Signal Officer, U. S. S. Brooklyn.

XII.

U. S. S. HARTFORD, *August 5, 1864—3:30 p. m.*

Send one third assistant engineer, one coal heaver, one fireman to the rebel ram *Tennessee*.

DAVID G. FARRAGUT,
Rear-Admiral.

Captain JAMES ALDEN,
Commanding U. S. S. Brooklyn.

XIII.

U. S. S. HARTFORD, *August 5, 1864 - 6 p. m.*

Send five men and a master's mate to the *Selma*.

DAVID G. FARRAGUT,
Rear-Admiral.

Captain ALDEN,
Commanding U. S. S. Brooklyn.

XIV.

U. S. S. BROOKLYN, *August 5 [6], 1864 - 6 a. m.*

I think Fort Powell has been evacuated. One of the enemy's boats is now there on fire.

JAMES ALDEN,
Captain, Commanding.

Rear-Admiral DAVID G. FARRAGUT.

XV.

U. S. S. HARTFORD, *August 6, 1864 - 8 a. m.*

We are making your six bolts to-day.

WILLIAMSON,
Chief Engineer.

Monitor MANHATTAN.

XVI.

U. S. S. HARTFORD, *August 6, 1864—5 p. m.*

Send immediately ten marines and one officer with knapsacks packed and two days' rations to the *Selma*.

P. DRAYTON,
Fleet Captain.

Captain JAMES ALDEN,
Commanding U. S. S. Brooklyn.

XVII.

U. S. S. HARTFORD, *August 6, 1864—5:15 p. m.*

Send immediately to the rebel ram *Tennessee* five men to-day.

P. DRAYTON,
Fleet Captain.

Captain JAMES ALDEN,
Commanding U. S. S. Brooklyn.

XVIII.

U. S. S. HARTFORD, *August 8, 1864—7 a. m.*
Fort Gaines is to surrender at 8 a. m.

D. G. FARRAGUT,
Rear-Admiral.

Captain JAMES ALDEN,
Commanding U. S. S. Brooklyn.

XIX.

U. S. S. BROOKLYN, *August 8, 1864—7:05 a. m.*
To the Army or Navy?

JAMES ALDEN,
Captain, Commanding.

D. G. FARRAGUT.

XX.

U. S. S. HARTFORD, *August 8, 1864.*
To both.

D. G. FARRAGUT,
Rear-Admiral.

Captain JAMES ALDEN,
Commanding U. S. S. Brooklyn.

XXI.

U. S. S. HARTFORD, *August 8, 1864—9 a. m.*
Be ready to give three cheers when the signal goes up.

D. G. FARRAGUT,
Rear-Admiral.

Captain JAMES ALDEN,
U. S. S. Brooklyn.

XXII.

U. S. S. BROOKLYN, *August 9, 1864—9 a. m.*
The *Octorara* has a good pilot for entrance.

JAMES ALDEN,
Captain, Commanding.

Rear-Admiral D. G. FARRAGUT.

XXIII.

U. S. S. HARTFORD, *August 9, 1864—9:45 a. m.*
Go and shell Fort Morgan.

D. G. FARRAGUT,
Rear-Admiral.

Captain Commanding U. S. S. LACKAWANNA.

XXIV.

U. S. S. HARTFORD, *August 9, 1864—9:30 a. m.*
Please send the provisions to the *Tennessee* at once.

P. DRAYTON,
Fleet Captain

Captain JAMES ALDEN,
Commanding U. S. S. Brooklyn.

XXV.

U. S. S. BROOKLYN, *August 9, 1864—9:35 a. m.*Do you mean the ram *Tennessee*?JAMES ALDEN,
Captain, Commanding.

Captain DRAYTON.

XXVI.

U. S. S. HARTFORD, *August 9, 1864—9:40 a. m.*

Yes.

P. DRAYTON,
*Fleet Captain.*Captain JAMES ALDEN,
Commanding U. S. S. Brooklyn.

Extract from report of official messages passed through the station of Second Lieutenant
and Acting Signal Officer Denicke, U. S. Army, Mobile Bay.

TUESDAY, *August 2, 1864.*You will report on board the gunboat *Conemaugh* for the present.A. J. MYER,
Colonel.

Lieutenant HARRIS.

You will remain on board until after the landing.

A. J. MYER,
*Colonel.*Lieutenant [Wm. A.] HARRIS,
*Conemaugh.*WEDNESDAY, *August 3, 1864.*

Will you inform the transports where to stop and land?

DE KRAFFT,
Gunboat Conemaugh.

General GRANGER.

Yes.

GRANGER,
*General.*Run close up to the yawl-boat, turn to the right, and land as close to
the land as you can.GRANGER,
General.

The BROWN, BATTLE, TAMAULIPAS, and SAINT CHARLES.

ON BOARD THE LAURA,
*Thursday, August 4, 1864.*7:30 a. m.—I just saw 150 rebel infantry land at Fort Gaines from
Mobile.DENICKE,
*Lieutenant.*Colonel A. J. MYER,
Dauphin Island.

I am trying to land. I am coming.

GRANGER,
General.

Colonel A. J. MYER.

The troops are near the fort. General McGinnis wishes to see General Granger.

A. J. MYER,
Colonel.

General GRANGER.

You will have hard time; surf and shallow.

MYER,
Colonel.

General GRANGER.

DAUPHIN ISLAND.

When is the fight?

MYER,
Colonel.

General GRANGER.

I can not send it by signal. Send a man and I will tell you in writing.

GRANGER,
General.

Colonel MYER.

Do you wish the troops on the transports landed? If so, I will send my yawl-boats.

DE KRAFFT,
Captain Gunboat Conemaugh.

General GRANGER.

The general is not here.

A. J. MYER,
Colonel.

Captain DE KRAFFT.

You will report back to the *Conemaugh*, and after the action have Captain de Krafft send you ashore and report to headquarters.

A. J. MYER,
Colonel.

Lieutenant HARRIS.

FRIDAY, August 5, 1864.

Try to open communication with the admiral's flagship.

A. J. MYER,
Colonel.

Captain [ISAAC H.] WALKER.

Will do so as soon as she arrives.

WALKER,
Lieutenant.

If the rebs are at work at the fort, advance our pickets and have it stopped.

GRANGER,
General.

General MCGINNIS.

3:45 p. m.—I send a boat to New Orleans to-night. Have you any dispatches to send?

GRANGER,
General.

Admiral FARRAGUT.

SHORE STATION—4:30 p. m.

Any message to Admiral Farragut can be sent through this station.

A. J. MYER,
Colonel.

General GRANGER.

God bless you, your officers, and men. What is your loss, and what news have you?

GRANGER,
General.

Admiral FARRAGUT.

5 p. m.—Attack Fort Gaines to-night and take it or I will breach it. I will send a boat to communicate with outside fleet and carry my dispatches.

FARRAGUT,
Admiral.

General GRANGER.

Fort Gaines can not be taken by assault before breaching it. I shall open my siege guns early in the morning.

GRANGER,
General.

Admiral FARRAGUT.

8 p. m.—No other news. The fire with the *Tennessee* was terrific. My loss is about 17.

FARRAGUT,
Admiral.

General GRANGER.

11 p. m.—Please inform me if you intend sending a vessel to Fortress Monroe or New York, and when, and oblige,

T. M. COOK,
Of New York Herald.

Admiral FARRAGUT.

5:40 p. m.—Communication is not open by night signals with the fleet.

WALKER,
Captain.

Colonel A. J. MYER.

SATURDAY, August 6, 1864.

5 a. m.—Arrange for night signals. Use lanterns if danger with torches. Tell admiral we will probably communicate with *Bienville* to-day.

A. J. MYER,
Colonel.

Captain MARSTON.

SATURDAY, August 6, 1864.

7:30 p. m.—No, sir. I have sent one to Pensacola this morning with Admiral Buchanan and the wounded of both sides.

FARRAGUT,
Admiral.

General GRANGER.

I have sent 50 men to occupy Little Dauphin Island.

GRANGER,
General.

Admiral FARRAGUT.

When is a boat going to New Orleans to-day?

McGINNISS,
General.

General GRANGER.

The *Tamaulipas* starts at 12 m.

G. GRANGER,
General.

Can you furnish me with a detail of ten men with axes?

HALLETT,
Lieutenant.

Captain PERKINS.

You can find axes on the beach and take your men.

PERKINS,
Captain.

1:25 p. m.—A steamboat made several trips between Forts Morgan and Gaines last night. Can't you stop it?

GRANGER,
General.

Admiral FARRAGUT.

6 p. m.—I think you were mistaken. It was a gunboat we chased from Dog River Bar. But I will be vigilant.

FARRAGUT,
Admiral.

General GRANGER.

6:40 p. m.—Our gunboats are near the fort and our sailors in it.

A. J. MYER,
Colonel.

General GRANGER.

6:10 p. m.—Our flag flies on Fort Powell.

A. J. MYER,
Colonel.

General GRANGER.

SUNDAY, August 7, 1864.

Send rebel officer back immediately, giving him receipt for his communication. We will advise you by letter.

GRANGER,
General.

Colonel GRIER.

7 a. m.—I will send a boat for you if you will come on board. They offer to surrender Fort Gaines.

FARRAGUT,
Admiral.

General GRANGER.

7:15 a. m.—I will come on board when your boat arrives. At what point shall I meet your boat?

GRANGER,
General.

Admiral FARRAGUT.

Suspend all hostilities until you hear from me.

GRANGER,
General.

Colonel GRIER.

9:15 a. m.—My troops should invest Fort Morgan to-day. Can you furnish transports? Mine are at New Orleans.

GRANGER,
General.

Admiral FARRAGUT.

I will meet your boat as near Fort Powell as my steamer can go.

GRANGER,
General.

Admiral FARRAGUT.

3:30 p. m.—General Granger has left me [in] a rowboat to see you. The *Laura* is aground.

A. J. MYER,
Colonel.

Admiral FARRAGUT.

FORT GAINES,
Monday, August 8, 1864—9:30 a. m.

Please send tinclad to wharf to put prisoners on board of *Bienville* and outside ships at once. Send Pilot Collins if possible.

P. DRAYTON,
Fleet Captain.

Admiral FARRAGUT.

9:40 a. m.—Please send an ironclad to the wharf as close as she can to cover embarkation. We will come and see you.

P. DRAYTON,
Captain.

Admiral FARRAGUT.

10 a. m.—We have 850 prisoners here.

P. DRAYTON,
Captain.

Admiral FARRAGUT.

Where are you going to send them? I will send the *Stockdale* to transfer them to the *Bienville*.

FARRAGUT,
Admiral.

Captain DRAYTON.

12:50 p. m.—Get the officers and as many men as she will hold on board the *Stockdale* ready to go to the *Bienville* for New Orleans.

P. DRAYTON,
Fleet Captain.

Lieutenant WATSON,
On the Hartford, Fort Gaines.

I got 500 prisoners on the *Stockdale*.

WATSON,
Lieutenant.

Captain DRAYTON.

FORT GAINES—9 p. m.

The gunboat *Stockdale* reports for orders. Shall she anchor off the fort?

GRIER,
Colonel.

General GRANGER.

Yes.

GRANGER,
General.

FORT GAINES LANDING,
Tuesday, August 9, 1864—6:55 a. m.

I have three transports outside loaded with troops. Draw too much water to come in. Can you have them brought in?

GRANGER,
General.

Admiral FARRAGUT.

7:20 a. m.—I expect four tugs from the sound in an hour. Shall send them.

FARRAGUT,
Admiral.

General GRANGER.

Stop where you are until further orders.

GRANGER,
General.

Captain of the STOCKDALE.

Land your troops at the wharf for to-night immediately.

GRANGER,
General.

Captain of the STOCKDALE.

WEDNESDAY, August 10, 1864.

Stop.

GRANGER,
General.

Captain of the STOCKDALE.

9:30 a. m.—Please send me a tug. One of the transports is aground.
GRANGER,
General.

Captain DRAYTON,
On the Hartford.

Send me a copy of the demand of surrender by the tug.
GRANGER,
General.

Captain DRAYTON.

Letter from Rear-Admiral Farragut, U. S. Navy, to the Chief Signal Officer U. S. Army, commending the work of two officers detailed to the U. S. S. Hartford.

FLAGSHIP HARTFORD,
Mobile Bay, October 10, 1864.

SIR: It gives me great pleasure at all times to bear testimony to the efficiency of the Army Signal Corps, particularly to the skill and attention to duty of those of its members who have been stationed on board this vessel under my immediate eye.

Captain Frank W. Marston and Lieutenant J. C. Kinney came on board the *Hartford* just before the passage of the forts into Mobile Bay.

During the action of the 5th August I had not myself the opportunity of observing these gentlemen as I might otherwise have done, owing to the difficulties that surrounded me, but I am informed by my flag-lieutenant, Mr. Watson, that he is indebted to them for a number of signals which they made to individual ships during the action. Sometimes they were in the foretop, sometimes on the forecastle, wherever their signals could best be seen.

At all times they were prompt in the discharge of their duties, and never backward in exposing themselves when in the least necessary.

Lieutenant Kinney still remains on board and does good service.

In this connection I take pleasure in again mentioning Captain Eaton, who was in this ship above Port Hudson.

I am, very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

CHIEF SIGNAL OFFICER, U. S. Army,
Washington, D. C.

Letter from Rear-Admiral Farragut, U. S. Navy, to Major-General Granger, U. S. Army, referring to results and offering cooperation.

FLAGSHIP HARTFORD,
Mobile Bay, August 5, 1864.

GENERAL: We have had our free fight with the forts, as you perhaps saw. One of the monitors, the *Tecumseh*, was sunk by a torpedo and nearly all hands perished.

We had all anchored above, when I saw Buchanan making up for me. I knew full well his design was for me. So we had a free fight. We all ran at him and punished him with shot and heavy charges until he struck his flag and became my prisoner, and we have the *Tennessee* with the stars and stripes flying.

I will now place gunboats down at Pilot Town to protect your army so soon as you are ready to land.

I took one of their gunboats also. I have lost many killed and wounded; 15 killed and 25 wounded in this ship; others have lost more or less.

I am, general, very respectfully,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

Major-General GORDON GRANGER,
Commanding Forces at Dauphin Island.

Report of Major-General Canby, U. S. Army, commanding Military Division of West Mississippi.

NEW ORLEANS, LA., August 6, 1864—10 a. m.

SIR: I have the honor to report that the troops under General Granger's command disembarked on the western extremity of Dauphin Island on the evening of the 3d instant, and immediately invested Fort Gaines. About midnight of the 4th he succeeded in getting the light artillery in position (within 1,200 yards of Fort Gaines), which opened on the fort the next morning simultaneously with the passage of the batteries by the fleet, taking their water batteries in reverse and silencing them. The fleet passed the batteries on Friday morning, the 5th, with the loss of a single monitor, the *Tecumseh*, sunk by a torpedo, and Admiral Farragut is now operating in the inner harbor of Mobile. The rebel ram *Tennessee* surrendered after a stubborn resistance. Buchanan, her commander, lost a leg and is now a prisoner in our hands. General Granger is disembarking the heavy guns on the south side of the island, near Pelican Island Spit, and will have them in position to open on Fort Gaines by daylight this (Saturday) morning.

ED. R. S. CANBY,
Major-General.

Major-General HALLECK,
Chief of Staff.

Report of Major-General Granger, U. S. Army, commanding land forces, regarding the opening of the attack upon Fort Gaines.

HEADQUARTERS STEAMER LAURA,
Off Dauphin Island, August 5, 1864.

MAJOR: I have the honor to report that the troops under my command disembarked near the western extremity of Dauphin Island on the evening of the 3d instant and immediately moved up and invested Fort Gaines. About midnight of the 4th I succeeded in getting the light artillery in position within 1,200 yards of Fort Gaines, which opened on the fort this morning simultaneously with the passage of the batteries by the fleet, taking their water batteries in reverse and silencing them. It affords me much pleasure to announce that the fleet passed the batteries this morning with the loss of a single monitor, the *Tecumseh*, sunk by a torpedo, and that

Admiral Farragut is now operating in the inner harbor of Mobile. The rebel ram *Tennessee* surrendered after a stubborn resistance. I am now disembarking the heavy guns on the south side of the island near Pelican Island Spit, and will have them in position to open on Fort Gaines by daylight to-morrow.

I am, major, very respectfully, your obedient servant,
 GORDON GRANGER,
Major-General, Commanding.

Major C. T. CHRISTENSEN,
Assistant Adjutant-General.

P. S.—Mr. Buchanan, formerly of the U. S. Navy, commanding rebel ram *Tennessee*, had his leg shot off and is now a prisoner in our hands.

G. G.

Report of Major-General Granger, U. S. Army, suggesting an increase of force for operations against Fort Morgan.

HEADQUARTERS STEAMER LAURA,
Off Dauphin Island, August 5, 1864.

MAJOR: As the fleet under Admiral Farragut has succeeded in passing the batteries and is now in the inner harbor of Mobile, it is probable that the two forts at the entrance will hold out until reduced by a regular siege. This is particularly probable in the case of Fort Morgan, which has still the advantage of land communication with Mobile. Under these circumstances I respectfully suggest that an additional force of at least 3,000 men be forwarded to me without delay, in order that I may complete the investment of Fort Morgan and compel its early surrender.

I am, major, very respectfully, your obedient servant,
 GORDON GRANGER,
Major-General, Commanding.

Major C. T. CHRISTENSEN,
Assistant Adjutant-General.

Letter from Major-General Granger, U. S. Army, to Major-General Canby, U. S. Army, recounting naval operations and advising the investment of Fort Morgan.

DAUPHIN ISLAND, *August 5, 1864.*

MY DEAR GENERAL: Yesterday was a glorious day for our cause. The admiral, with his usual good luck and pluck, succeeded beyond all expectations, and in spite of all Fort Morgan and the rebel fleet could do.

The firing was perhaps the heaviest and fiercest of anything on record. The game little monitor which led the fleet went down almost like a flash just inside the light-house, supposed to have run onto a torpedo or other obstruction.

After the fleet got into the bay the *Tennessee* gallantly attacked it all and for more than an hour she withstood the combined pounding of 200 guns before surrendering. Fort Gaines is closely invested; our pickets are in half a mile of the glacis and the line of battle one

mile. We are getting the 30-pounders into position slowly; the labor is severe, owing to the deep sand and the great distance; everything has to be hauled and packed on the men's backs. All the landings on this island are difficult and uncertain, owing to the wind and surf and shallow water, and nearly the whole of it is a quagmire of deep heavy sand, hot enough during the day for roasting potatoes.

A deserter came in last night and states that there are about 1,000 men in Gaines and have two months' provisions.

I think it certain that the fort will hold out as long as possible. Last night they burned all the outbuildings and cleared off everything obstructing their front. Last night we took possession of Little Dauphin and found some 50 splendid negroes who had been sent from Gaines the day before. One thing is certain, that Farragut can not get out of Mobile Bay except by running Morgan until that fort is reduced either by siege or starvation. I therefore deem it of vital importance that it should be invested as speedily as possible before supplies can be thrown into it from the land side.

The moment my guns are in position and I see what effect our fire will have upon the nerve and morale of the garrison of Gaines, I will come to New Orleans and talk the matter over with you and await your decision as to future operations. Captains McAlester and Palfrey coincide with me in opinion that it is neither practicable nor profitable to besiege Gaines, but that Morgan is the first objective point, and that its early investment is of vital importance to the fleet.

What news have you of the movements and designs of Kirby Smith and Forrest? For upon them will depend your ability to spare the necessary troops for operation in this quarter.

The rebel gunboat *Morgan* passed outside last night and made her escape.

Yours, truly,

G. GRANGER.

[General E. R. S. CANBY.]

Report of Major-General Canby, U. S. Army, regarding combined operations and proposed investment of Fort Morgan.

HDQRS. MILITARY DIVISION OF WEST MISSISSIPPI,
New Orleans, La., August 6, 1864.

The fleet under Admiral Farragut passed the forts at the entrance of Mobile Bay at 8 o'clock yesterday morning. The monitor *Tecumseh* was blown up by a rebel torpedo and lost, with nearly all her crew. The rebel ram *Tennessee* and gunboat *Selma* were captured after an obstinate resistance. The other gunboats took shelter under the guns of Fort Morgan. The admiral expects to capture or destroy them to-day and to secure a landing east of Fort Morgan and in the bay for our troops. Fort Powell is reported abandoned and blown up. Fort Gaines was invested by the land forces under General Granger and is reported to have surrendered, but this is not official. The loss in the fleet in killed, wounded, and drowned is about 250. With the exception of the *Tecumseh*, none of our vessels was lost, and the *Hartford* is the only one that is seriously injured. I am sending Granger all the force that I can collect. Kirby Smith, I have no doubt, is trying to

send a part of his force east of the Mississippi, but I think we will be able to prevent it.

ED. R. S. CANBY,
Major-General.

Major-General W. T. SHERMAN.

Report of Brigadier-General Asboth, U. S. Army, forwarding the news of victory to the Department of the Gulf.

HEADQUARTERS DISTRICT OF WEST FLORIDA,
Barrancas, August 6, 1864.

MAJOR: I have the honor to report that Captain Jouett, U. S. Navy, commanding gunboat *Metacomet*, arrived at the Pensacola navy yard this noon. He left Mobile Bay under flag of truce with the wounded of both sides on board of his vessel, and gives verbally the following glorious news:

Admiral Farragut passed the bar yesterday, the 5th instant, at 8 a. m., with his gigantic fleet, comprising four monitors and fourteen additional armed vessels. The admiral directed the movements of his numerous vessels from the maintop of his flagship, *Hartford*. When abreast of Fort Morgan the monitor *Tecumseh*, Captain Craven commanding, was blown up with a torpedo and sunk within a minute. The rest of the fleet passed the fort about 9 o'clock, well cut up, and captured, after a most sanguinary fight, the rebel ram *Tennessee*, with Admiral Buchanan and all the officers and crew.

The gunboat *Selma* was chased up the bay 4 miles by the *Metacomet* and captured; the gunboat *Gaines* disabled and run ashore at Fort Morgan. The *Philippi*, a small dispatch steamer of ours, attempting to follow the fleet, was burned by the enemy's shells.

From the monitor *Tecumseh* only 2 officers and 13 men were saved, the gallant Captain Craven lost with all the rest. In addition to this loss, the casualties in our fleet were about 60 killed and wounded. Admiral Buchanan, with his right leg badly shattered at the knee, was brought in, with 55 other wounded from both sides, to the navy yard hospital, the brave Captain Mullany, commanding the *Oneida*, among them, with his right arm shot off. The rebel gunboat *Morgan* escaped and put to sea.

Captain Jouett delivered to the commander of Fort Morgan this morning the written demand of Admiral Farragut to surrender the fort, and will call for the answer to-morrow morning.

By this brilliant victory our gallant Navy have obtained great advantages, and, separating Forts Morgan, Gaines, and Powell, secured for themselves a safe anchorage, with full control of the forts and bay up to the city. The chartered steam transport *Merrimac*, Captain Frederick A. Sampson commanding, arrived this morning with one battalion of the Second Maine Cavalry, Colonel Woodman commanding, and is disembarking at the navy yard. The steam transport *Mississippi*, with the second battalion on board, was left behind yesterday evening, aground at the South West Pass of the Mississippi River. I expect her in to-night, and as soon as the second battalion is disembarked will start to cross the Perdido and control the east shore of Mobile Bay. The horses of the Second Maine Cavalry are in poor con-

dition and the men very sickly, but there is no time at present for recuperation. They will have to move at once.

I am, major, very respectfully, your obedient servant,
ASBOTH,
Brigadier-General.

Major GEORGE B. DRAKE,
Assistant Adjutant-General, Hdqrs. Department of the Gulf.

Letter of congratulation from Major-General Canby, U. S. Army, to Rear-Admiral Farragut, U. S. Navy, promising increased cooperation.

HDQRS. MILITARY DIVISION OF WEST MISSISSIPPI,
New Orleans, La., August 6, 1864.

DEAR ADMIRAL: Permit me to congratulate you on the brilliant results of your operations of yesterday, the success of which no one doubted, but which we all feared would be attended with much greater losses than you have sustained. This army will always rejoice in your successes and sympathize with you and the officers and men of your squadron in your sorrow for the loss of your excellent comrades.

I will send to General Granger at once all the available force, about 2,000 men, that I have here, and will add to it any that I can gather from points above.

Permit me to add the expression of my regret that I have not at present the means of cooperation that would give the most perfect results to your glorious operations.

Very respectfully, admiral, your obedient servant,
ED. R. S. CANBY,
Major-General.

Rear-Admiral FARRAGUT,
Commanding West Gulf Blockading Squadron, Mobile Bay.

Letter from Rear-Admiral Farragut, U. S. Navy, to Major-General Canby, U. S. Army, acknowledging congratulations and referring to demand for surrender of Fort Morgan.

U. S. S. HARTFORD,
Mobile Bay, August 9, 1864.

DEAR GENERAL: I thank you for your kind congratulations for my success. Your troops arrived very opportunely and the general, by our assistance, succeeded in landing the troops at Pilot Town, on the peninsula, and by 12 m. Fort Morgan was invested and we sent General Page word that to save effusion of blood, etc., we summoned him to surrender to the forces of the United States, but he sent us word that it was his intention to die in the last ditch, etc., so I opened on him with the monitors for a short [time]; to-morrow will give him a little more. He has 600 men, and the deserters say he has six months' provisions; his men will desert daily. If I did not think Mobile would be an elephant to hold, I would send up the light-draft ironclads and try that city, but I fear we are not in a condition to hold it.

I will send you a list of the officers and sailors captured by the fleet in the *Tennessee* and *Selma*, and trust that you will be able to effect an

exchange of our poor fellows in Texas. I will not exchange Buchanan until I hear from the Department, but I suppose the Government will be willing to exchange him for a general officer of the same rank.

The admiral's leg has not yet been amputated and it is thought will get well without.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Major-General CANBY,
Commanding Department of the Gulf, etc., New Orleans.

Report of Major-General Canby, U. S. Army, announcing the surrender of Fort Gaines and proposed investment of Fort Morgan.

NEW ORLEANS, LA., *August 9, 1864.*
(Received 9:40 a. m., 16th.)

SIR: Fort Gaines with 47 [46] commissioned officers and 818 enlisted men, with its armament (26 guns intact) and provisions for twelve months, has surrendered unconditionally. It was occupied by our forces at 8 o'clock yesterday morning. Fort Powell was abandoned, its garrison escaping to Cedar Point; its armament, 18 guns, is in condition for immediate service. General Granger, reinforced by 2,000 men, will immediately invest Fort Morgan, leaving garrisons in Forts Gaines and Powell.

ED. R. S. CANBY,
Major-General.

Major-General HALLECK,
Chief of Staff.

Report of Major-General Granger, U. S. Army, commanding land forces, regarding the occupation of Forts Gaines and Powell, and proposed investment of Fort Morgan.

HEADQUARTERS,
Fort Gaines, August 8, 1864.

MAJOR: I have the honor to report that the old flag now floats over Fort Gaines, the entire garrison having surrendered to the combined forces of the Army and Navy this morning at 8 o'clock. By this surrender we have captured 818 prisoners of war, including 46 commissioned officers, 26 guns, a large amount of ordnance stores and ammunition, and subsistence stores for a garrison of 800 men for twelve months. I enclose a copy of the terms of surrender, by which it will be seen it was unconditional and complete. I shall move my troops without delay to Mobile Point, near Pilot Town, so as to invest Fort Morgan, leaving as small a force as possible to garrison and hold Fort Gaines. Fort Powell was evacuated and dismantled on the night of the 5th instant, the garrison escaping to Cedar Point, but leaving all the guns, 18 in number, in excellent condition for immediate service. All the prisoners are now being forwarded as rapidly as possible to New Orleans. From reliable information I learn that the garrison at Fort Morgan already outnumbered my own force and that they are amply supplied to resist to the very last. Under these circumstances I respectfully request that my reinforcements may be

forwarded without delay. In the meantime I shall make the investment under protection of the gunboats and do all in my power with the troops under my command.

I am, major, very respectfully, your obedient servant,
 GORDON GRANGER,
Major-General, Commanding.

P. S.—The transport *Kate Dale* has just arrived with 800 men and the others are in sight. We will land on Mobile Point at daylight to-morrow.

G. GRANGER,
Major-General.

Major C. T. CHRISTENSEN,
Assistant Adjutant-General.

Report of Major Marston, Signal Corps, U. S. Army.

FLAGSHIP HARTFORD,
Mobile Bay, August 10, 1864.

MAJOR: I have the honor to submit for information of the major-general commanding the Military Division of West Mississippi the following report of signal duty performed by the officers of the Signal Corps in the combined land and naval operations against the lower line of defenses of Mobile:

My officers were distributed among the principal vessels of the fleet as follows: Captain Denicke, with two flagmen, on the *Brooklyn*; Lieutenant Dane, with two flagmen, on the *Richmond*; Lieutenant Adams, with two flagmen, on the *Lackawanna*; Lieutenant Jerome, with two flagmen, on the *Bienville*; Lieutenant Kinney and myself, with five flagmen, on the *Hartford*. Captain Walker, Lieutenant Sizer, and Lieutenant Harris, the latter in charge of the field telegraph, were assigned to duty with Major-General Granger, and operated with the land forces. Lieutenant Denicke remained on board the boat *Laura*, personally attached to the general commanding. On board each of the larger vessels of the fleet was placed an instructed man with one flagman each. This distribution of officers and men was effected on the evening of the 4th.

Instructions had been given to those on the fleet to watch for signals from this ship during the operations, and to the officers with the army to open communication from the inside of Dauphin Island with the flagship immediately after we should anchor inside the harbor. The wooden ships of this fleet steamed in column toward the forts, our advance covered by the iron ships, at about 7 a. m. The instructions previously given to the signal officers were faithfully carried out, while opposite the fort (Morgan) exposed to its fire and that of four gunboats. Several important messages were transmitted from this ship to the *Brooklyn*, which, having the advance, had stopped under the fire of the fort and gunboats, delaying the further progress of the column in the order previously assigned. Captain Denicke, on the *Brooklyn*, and Lieutenant Kinney, on the flagship, received and transmitted these messages with coolness and precision while exposed to the heaviest fire. Shortly after the passage of the forts by the fleet, and while

most of the ships were at anchor, the rebel ram *Tennessee* was seen to be steaming rapidly up the harbor, making directly for the wooden vessels of the fleet. The admiral called upon Lieutenant Kinney and myself to signal the ships to get underway and run down the ram. This message was immediately transmitted to the following ships: The *Brooklyn*, *Richmond*, and *Lackawanna*. The order was promptly obeyed. After the action with the ram a large number of messages, official, were sent from ship to ship.

* * * * *

At 10 a. m. communication was opened by signal with the army on Dauphin Island; messages were sent from the admiral to the major-general commanding, and answers transmitted. This communication was valuable, and was kept up until after the surrender of Fort Gaines. During the transfer of the troops from Dauphin Island to Mobile Point preparatory to the investment of Fort Morgan the services of the officers were constantly in demand. A station was established on Mobile Point, communicating with the navy and with the boat *Laura*, headquarters of Major-General Granger. This station was equally as valuable as that on Dauphin Island.

I have the honor to mention the names of Captain Denicke, acting signal officer, for gallant and meritorious conduct on this occasion of passing the forts and subsequent close attention to his duties; that of Lieutenant J. C. Kinney, acting signal officer, for gallant and meritorious conduct on the same occasion. Lieutenant C. F. M. Denicke has displayed energy and attention to duty during the entire recent operations. I recommend that First Lieutenant J. C. Kinney and Second Lieutenant C. F. M. Denicke, acting signal officers, be ordered to appear before the board for examination of candidates for admission to the Signal Corps of the Army. I further respectfully recommend the instructed men on duty in this fleet to be ordered to report to the Signal Camp of Instruction, New Orleans. They have not been sufficiently instructed in their duties as to be of service in the field.

FRANK W. MARSTON,
Major, Signal Corps, U. S. Army, Chief Signal Officer,
Mil. Div. West Mississippi.

Major CHRISTENSEN,
Assistant Adjt. Gen., Mil. Div. West Mississippi.

Letter of congratulation from Major-General Butler, U. S. Army, to Rear-Admiral Farragut, U. S. Navy.

HDQRS. DEPARTMENT OF VIRGINIA AND NORTH CAROLINA,
In the Field, Virginia, August 11, 1864.

MY DEAR ADMIRAL: I had the exquisite gratification of telegraphing from the Richmond papers the first account of your most glorious success and the noble exploit of your fleet. I need not use the language of compliment where none is needed. It is all said in one word: It was like you.

Reminding me so much of the passage of the Mississippi forts, was it wonderful that, boy like, in my tent all alone, when the rebel journal was brought in and the official telegram read that you and seventeen

of your vessels had passed Fort Morgan, I called out, "Three cheers for Farragut." They were given with a will that brought in my staff and orderlies, who thought their general had gone crazy, perhaps, from a sunstroke, whereas it was only a stroke of good luck; of high daring and noble emprise, quite as brilliant as anything the sun could do. Let me assure you, admiral, that those cheers, the first given on the occasion in the loyal North, are not done ringing yet, but every hilltop is resounding with them as they are caught up from hamlet to hamlet, city to city, of a grateful nation.

I speak no language of hyperbole, and only the words of sincere admiration when I say I envy you alone of all men for the place you have in the hearts of your countrymen; a feeling, however, which will not prevent me from at all times adding my mite to the tribute, and now, as always, subscribing myself,

Most truly, yours,

BENJ. F. BUTLER.

Rear-Admiral FARRAGUT.

Report of Rear-Admiral Farragut, U. S. Navy, referring to the disposition of the C. S. ram *Tennessee* and the investment of Fort Morgan.

No. 344.]

FLAGSHIP HARTFORD,
Mobile Bay, August 13, 1864.

SIR: As I shall have no use for vessels of such draft of water as the *New Ironsides* or *Susquehanna*, I hope the Department will not send any of those vessels down to me. I want nothing but vessels of light draft. I shall have to send the rebel ram *Tennessee* round to New Orleans to prevent her being eaten up by worms. She can be of no use to me anywhere except at Pensacola and in the Mississippi River. I shall use the *Chickasaw* and *Winnebago* at Mobile if I go there. The rebels have so obstructed the channel by piles and by sinking vessels loaded with bricks that in that shoal water it will be difficult to do anything with them; but I shall take a look at them. The refugees say they have three or four forts at a very short distance from the channel.

We are getting Fort Morgan pretty closely invested by army and navy, and will throw a shell into it every fifteen minutes during the day and night.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Letter from Major-General Canby, U. S. Army, to Rear-Admiral Farragut, U. S. Navy, regarding the prosecution of the work against Fort Morgan.

HDQRS. MILITARY DIVISION OF WEST MISSISSIPPI,
New Orleans, La., August 13, 1864.

MY DEAR ADMIRAL: I send over this morning by your dispatch boat General Bailey and Captains McAlester and Palfrey, engineers. General Arnold will also come over as soon as he gets his material well

underway. I will also send General Granger some additional force to be used in the prosecution of the work against Fort Morgan or the occupation of Cedar Point, as may be considered most advisable. After we left you yesterday I was impressed with the idea that the obstructions placed by the rebels in Grant's Pass had deepened the water in Heron Pass, and that one might find it more advantageous to use it than Grant's. Will it not be well to have this examined? Colonel Sawtelle is now looking for a dredge boat, and will send it as soon as a suitable one can be found.

I send you a telegram* which has just reached me. I have no doubt it is correct in its main features. If I should get anything more before the boat leaves I will send it. Please let me know when I can do anything that will serve you in any way.

We have about 30,000 tons of anthracite and 250,000 bushels of bituminous coal, and can spare you what you may need until your own supplies come on. Two light-draft boats will be sent over to General Granger for service in the bay.

E. R. S. CANBY,
Major-General.

Admiral D. G. FARRAGUT,
Comdg. West Gulf Blockading Squadron, Mobile Bay, Ala.

Letter from Rear-Admiral Farragut, U. S. Navy, to Major-General Canby, U. S. Army, regarding proposed reconnoissance of Mobile city.

FLAGSHIP HARTFORD,
Mobile Bay, August 14, 1864.

DEAR GENERAL: I received your kind letter by the mail boat, and learn with great pleasure that Atlanta is at last taken; but I can not believe it until I get a good acknowledgment by the enemy that they have been whipped and show their tribulation for Mobile and Savannah.

I intend visiting Mobile city to-day outside the obstructions. I shall take Granger along with me, so as to have a perfect understanding of all the forces, naval and military. I shall take up a couple of monitors by way of making a reconnoissance in force.

As to Grant's Pass, the *Rose* brought through to-day 9 feet at high tide Pass aux Herons can only bring through 4½. I really do not think there will be any necessity for a dredge, as there is more water in the pass than I found outside in the sound.

Your boat came through all safe to-day.

I continue to amuse the fort [Morgan] with a shell every fifteen or twenty minutes, night and day.

Very respectfully, yours,

D. G. FARRAGUT,
Rear-Admiral.

Major-General E. R. S. CANBY,
District of West Mississippi, New Orleans, La.

P. S.—Your kind offer of coal will be gladly accepted. There may be enough at Pensacola for our present wants, but I think the commodore will want some to send to Texas.

* Not found as an enclosure.

[Telegram.]

WASHINGTON, August 14, 1864—2 p. m.

Our official information extends only to the passage of the forts by the fleet and Granger's landing on Dauphin Island. Through the rebel papers we learn that Forts Gaines and Powell were captured and destroyed. I have seen nothing to indicate that either Fort Morgan or Mobile had been taken, and I have no reason to hope that the fleet or Granger's command will be able to open up the Alabama River. Your dispatch * will be sent to General Grant for his reply.†

H. W. HALLECK,
Major-General and Chief of Staff.

Major-General SHERMAN,
Near Atlanta, Ga.

Instructions from Rear-Admiral Farragut, U. S. Navy, to Captain Jenkins, U. S. Navy, before departure of the former on a reconnoissance off Mobile.

FLAGSHIP HARTFORD,
Mobile Bay, August 15, 1864.

CAPTAIN: I propose going up the bay to-day to look at the obstructions and defenses of Mobile, and wish you to look after the work of the fleet in my absence.

Lieutenant Tyson is working with the Army engineers on shore, planning a battery of four IX-inch guns to assist in the reduction of Fort Morgan.

The monitor *Manhattan* and ram *Tennessee* will be here to assist the army in bombarding it; necessarily I shall take the other two up with me.

I will not send the mail to New Orleans until to-morrow, as I understand there is no boat to take the mail for some days yet.

The *Buckthorn* goes to Pensacola for provisions and repairs at 9 or 10 o'clock.

Give the army any assistance you can. I hope to be down by 4 or 5 o'clock this evening.

Very respectfully and truly,

D. G. FARRAGUT,
Rear-Admiral.

Captain T. A. JENKINS,
Comdg. 2d Div. Western Gulf Blockading Squadron,
Mobile Bay.

Report of Rear-Admiral Farragut, U. S. Navy, regarding a reconnoissance off Mobile.

No. 348.]

U. S. FLAGSHIP HARTFORD,
Mobile Bay, August 16, 1864.

SIR: I have the honor to report to the Department that yesterday I made a reconnoissance in the *Metacomet*, accompanied by the *Selma*, several gunboats and light-draft ironclads, in the vicinity of Mobile, approaching within 3½ miles of the city.

*See A. W. R., vol. 38, part 5, page 482.

†See A. W. R., vol. 38, part 5, page 488, Grant to Sherman, 8:30 p. m.

We discovered that the rebels had sunk the *Nashville*, the vessel intended for an ironclad, across the channel, completely obstructing it, with the addition of a row of piles guarded by forts.

Until these obstructions can be removed there will be no possibility of our reaching Mobile with any of our light-draft vessels.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Comdg. West Gulf Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Telegram.]

BUTLER'S HEADQUARTERS, *August 17, 1864.*

(Received 10:15 p. m. 18th.)

Hon. G. V. FOX: The following is from the Richmond Sentinel of the 17th:

Mobile, August 15.—This evening two monitors and five gunboats crossed Dog River Bar, and, coming up to within 2 miles of the obstructions, opened fire for three hours on our batteries and gunboats, doing no damage. One of our gunboats replied handsomely. Our batteries were silent at sunset. The enemy hauled off.

A special dispatch to the Register from Ox Pond [Oxford, Miss.?] on the 14th says: Chalmers dashed into Abbeville and whipped the enemy, capturing 25 prisoners, and then fell back 4 miles, when the enemy attacked him and were repulsed. Our loss was 5 killed and 25 wounded. The enemy lost 50 killed, 250 wounded, and 40 prisoners. Firing was heard in the direction of Fort Morgan this morning.

B. F. BUTLER,

Major-General.

[Telegram.]

NEW ORLEANS, LA., *August 17, 1864—3 p. m.*

(Received 9 a. m. 26th.)

I returned from Mobile Bay on the morning of the 13th. The communications with the fleet are fully secured by the occupation of Forts Gaines and Powell. The outworks of Fort Morgan, batteries Gee and Bragg, were abandoned by the rebels and the fort closely invested by Granger's forces. Batteries of 30-pounder rifle guns have been established at 1,200 yards and of mortars at 500 yards from the fort. The troops are well covered from the fire of the enemy, and very few casualties have occurred. Farragut coincides with me in the opinion that it will be unwise to make any direct attempt upon Mobile until the cooperating land force can be largely increased. This can not be done now, but such demonstrations will be made from the bay and from the Mississippi as will keep up the state of uneasiness now felt there and operating in favor of General Sherman. General E. K. Smith has nearly completed the reorganization of his army. Magruder commands the district of Arkansas; Buckner the district of West Louisiana, and J. G. Walker that of Texas. His force has been considerably increased by conscripts. The forces in Texas and west Louisiana are moving eastward and toward the Mississippi, above the mouth of Red River. The transfer of General A. J. Smith's command to Sherman's front makes it advisable that any troops that can be spared

from the main operations should be concentrated at Memphis, with the view of supporting the line of the Arkansas, as I can not now safely draw any considerable force from General Washburn's command.

ED. R. S. CANBY,
Major-General.

Major-General HALLECK,
Chief of Staff.

Report of Captain McAlester, Corps of Engineers, U. S. Army.

OFFICE OF CHIEF ENGINEER,
MILITARY DIST. WEST MISSISSIPPI,
New Orleans, August 17, 1864.

GENERAL: Presuming that accounts of any tests applied to the efficiency of our seacoast fortifications to fulfill their objects interest you, I will give you a brief one of the passage of Fort Morgan by Admiral Farragut on the 5th instant.

The armament of the fort, according to our best information, consists of X-inch columbiads and 7-inch Brooke rifles, bearing upon the water; some of the land guns are probably lighter. There appears to be a good provision of traverses on the terreplein. The rebels have added a battery of ten or twelve guns of the above-named calibers outside the fort proper, placing it upon the beach in front of the curtain, which bears directly across the channel (nearly west). Another battery of nearly the same strength they have placed on the beach farther to the north, and apparently in front of the curtain, which bears upon (enfilades) the channel after it changes its course to nearly northwest. The inference can be fairly drawn that on these, the two strongest water fronts, and the only ones originally designed to mount guns in casemate, the casemates have been closed or masked, since the embrasures were not high enough to clear the guns mounted on the beach in front, as above described. The information we have corroborates this inference. I regret that I can not state the precise number and caliber of guns bearing upon the different portions of the channel. The number on the two principal water fronts is probably about thirty each of the above-named calibers, and on the front, looking on the channel approach, about fifteen, all 7-inch rifles.

The entire fleet off Mobile consisted of 4 monitors and 26 wooden ships. Of these, all but 12 wooden ships started for the bay. These 12 were left for the purpose of blockade and external cooperation. My sketch herewith will give you very clearly the admiral's dispositions for the passage, which were ingenious and strategic. The object in lashing by twos was to diminish the chance of sinking or abandonment, one of a couple being struck, for example, so as to sink her, the other would float her up; or, if her machinery were disabled, her consort would take her through. The intervals were determined (for the wooden ships) by the consideration that as one couple turned at B (see sketch), upon the new course, so as to be exposed to the raking fire of the fort, the next succeeding couple would be throwing its broadsides of grape and canister into the raking batteries. In lashing a side-wheel with a screw, accidents from the fouling of the latter by ropes, nets, etc., were avoided, since the side-wheel,

not easily fouled, could carry its consort through. The total broadside of the passing fleet available against the fort was about 75 guns. The monitors could use their guns during the approach. The *Brooklyn* had 4 bow guns and the other wooden ships one or two bow guns each, giving a total fire of about 30 guns available against the fort from the fleet during its approach. The night and morning were all that could be expected or hoped for. A tolerably stiff breeze from the west blew directly in the face of the fort. Many a heart on our side sent up a prayer of thanksgiving for that breeze, and doubtless many a rebel heart was filled with curses upon it. It may be remarked that the fleets can generally choose their times for forcing harbor entrances. That the breeze of that morning, carrying as it did the smoke of our broadsides directly into the eyes of the fort, impaired materially the efficiency of its fire at close quarters, and accounted to a great extent for the remarkably small amount of damage received by the fleet can not admit of a question.

The first order of battle was formed before dawn. The second and third, successively, between dawn and sunrise, and at sunrise the fleet was passing Sand Island, as laid down in my sketch. The *Tecumseh* and *Manhattan* had orders to deliver one round upon the water batteries and then make for and engage the ram *Tennessee*. The others were all to deliver as many broadsides as they could while passing, using grape and canister freely, and then to engage the rebel fleet generally. The leading couple of wooden ships (*Brooklyn* and consort) reached a point at $2\frac{1}{2}$ miles from the fort. The latter opened fire and fired steadily from about 15 guns, as nearly as I could make out, as long as these guns had anything in their field. I watched narrowly, but did not see a single shot take effect. The admiral afterwards informed me that none of his ships received any damage whatever from this enfilading fire. This seems remarkable in face of the fact that the rebels had practiced a great deal with these same guns upon this same approach during the year and a half preceding, often throwing shot beyond Sand Island. My confidence in enfilading views of channel approaches was somewhat shaken. The inaccuracy may have been in part due to the wind across the field of fire. The gallant little *Tecumseh* moved steadily forward, delivered its fire directly into the first shore battery, and proceeded onward, not feeling the terrific fire aimed at her, in quest of the *Tennessee*. We were beginning to ask what had become of the boasted torpedoes when she went down at the point A (see sketch), instantaneously, like a lead, her bottom stove in by a torpedo. The *Manhattan* passed unhurt. The *Winnebago* and *Chickasaw*, on getting abreast of the fort nearly sheared in, forming a second line, and opened an enfilading fire on the shore batteries. Arrived within half a mile of the fort, the wooden vessels, which had hitherto approached with screws alone, set their paddle-wheels in motion and crowded all speed. The sinking of the *Tecumseh* scarcely checked them. They rode gallantly by, delivering their fire as per programme. When about half the wooden vessels had passed, the *Winnebago* and *Chickasaw* moved on, and by about 7 o'clock the whole fleet, except *Tecumseh*, was safely beyond the range of the fort's guns. The only ship that suffered by the raking fire of the fort after the change of course at B (see sketch) was the screw ship *Oneida*, of the last couple. She was raked fore and aft and had her boilers punctured. This result was undoubtedly due to the admiral's tactics above alluded

to. I confess my faith in enfilading views of channels has received another shock. Fleets can generally choose their own tactics in running by batteries. At one time when our fleet was in such a position as to bring itself, the fort, and the rebel fleet nearly all simultaneously into action, the cannonading from so many heavy guns was terrific and grand almost beyond conception.

The fleet being inside, the coupled ships were immediately unlashd, when the ram *Tennessee* came up and the final engagement with her commenced. This the admiral describes as having been "terrific," adding that his "ships suffered more from this engagement than in passing the fort." All our fleet that could get at her attacked. She was rammed six or eight times fairly, at good speed, by our heaviest ships without effect. Whole broadsides of IX-inch and XI-inch shot were thrown upon her, producing no apparent injury, except the bending of some of her port shutters (made to slide up and down outside) and carrying away her smokestack. Finally her commander, Admiral Buchanan, was wounded, her rudder chains carried away, and she was struck by one of the *Manhattan's* XV-inch shot fairly, at very short range (the only one that hit her of this caliber), when she surrendered at about 8 a. m. after a fight of about three-quarters of an hour. The XV-inch shot perforated the 6-inch outside plating and drove in the timber backing and 1-inch plating (lining), but the shot itself rebounded into the water. She got a XI-inch shot obliquely through her sternpost from the monitor *Chickasaw*. The *Selma* (gunboat) was also captured, the *Gaines* disabled and run aground, sinking under the guns of Fort Morgan. The gunboat *Morgan* escaped to Mobile.

I enclose a rough sketch of the *Tennessee* as she appeared to me at 50 yards from on board the *Hartford*. I did not get an opportunity to go on board of her. Both she and the *Selma* are again in fighting order and will participate in the bombardment of Fort Morgan.

As soon as I can prepare reports of siege operations at Forts Gaines (now in our possession) and Morgan (now invested by land and sea), will forward them.

Very respectfully, your obedient servant,

M. D. McALESTER,
Captain and Chief Engineer.

Brigadier-General R. DELAFIELD,
Chief Engineer, Washington, D. C.

[Telegram.]

HDQRS. MILITARY DIVISION OF THE MISSISSIPPI.

In the field, near Atlanta, August 17, 1864.

Dispatch of 6th received. Convey to Admiral Farragut my admiration of the bold and successful passage of the Mobile forts. I am familiar with Fort Morgan and would advise that a single gunboat lay above Pilot Cove and prevent supplies going to Fort Morgan, and time will work its fall. To reduce Mobile, I would pass a force up the Tensas and across to old Fort Stoddard and operate in the direction of Citronelle. The Mobile and Ohio road broken and the river occupied, Mobile would be untenable to the rebels. If possible, the Alabama River should be possessed by us in connection with my movement. I

could easily open communication with Montgomery, but I doubt if you will have troops enough till the September draft. I am pressing Atlanta hard, but don't want Kirby Smith here. I can beat Hood in the open field, but not intrenched. I have repeatedly disabled his roads, but he manages to patch them up.

W. T. SHERMAN,
Major-General, Commanding.

General CANBY,
New Orleans.

Letter from Brigadier-General Asboth, U. S. Army, to Rear-Admiral Farragut, U. S. Navy, transmitting statement of Confederate scout from Mobile.

HEADQUARTERS DISTRICT WEST FLORIDA,
Barrancas, August 20, 1864.

ADMIRAL: I beg to enclose statement of Richard Solis, formerly private Fifteenth Confederate Cavalry, and a noted rebel scout.

I am, very respectfully, admiral, your obedient servant,

ASBOTH,
Brigadier-General.

Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron.

[Enclosure.]

AUGUST 18, 1864.

Statement of Private Richard Solis, Company D, Fifteenth Confederate Cavalry, a most efficient and important rebel scout, who knows the neighboring country better than any other man:

He was sent by Colonel (now General) Harry Maury, commanding at Pollard, Tuesday morning, the 16th instant, with five mounted men to Pensacola to reconnoiter and ascertain all our movements and designs. Leaving his men 5 miles above Pensacola, he entered the town yesterday, the 17th, at noon, and gave himself up to the commanding officer of the guard ship, bark *Arthur*, off Pensacola. He left Mobile on Thursday noon, the 15th. There was at that time a force of about 8,000 or 9,000 men, mostly conscripts, boys and old men, enlisted and armed as infantry, but ordered for duty as heavy artillery on the fortifications around the city. They are constructing new obstructions in the bay, starting at the lower part of the city above Choctaw Point, and bringing them in half-circle up in the direction of Tensas River, placing new batteries behind them in the marshy grounds. They have also two new batteries above the forking of the Apalachee and Blakely rivers, placed on both sides of the river. One battery with seven guns and the other with five, one 32-pounder rifled gun on each of them. It takes one hour to run with steam from the new batteries to the Tensas railroad station, where 350 of a Mississippi infantry and 100 militia are stationed, Colonel Withers commanding. Along the railroad to Pollard every trestlework is well guarded. At Pollard General Harry Maury is in command, with 2,000 troops at his disposal. General Maury stated that he had eight pieces of artillery, but Solis does not believe he has more than four.

His advance guard, 400 to 500 strong, all cavalry, in command of Major [Robert H.] Partridge, is encamped this side Silver Spring, with commissary stores at Widow Lawson's place and at Pine Barren

Bridge. The companies from Camps Withers and Powell have been withdrawn to Perdido Mill (Holman's Place), on the west side of the Perdido, and part of them have crossed to and reported at Pine Barren Bridge. He heard that two militia companies had left Mobile for Blakely, but he is not positive of their being there.

At Milton there is one company of cavalry, scouting down the Blackwater River, [Fla.]. Torpedos are placed in the Escambia River, from Cotton Ferry upward, over one hundred in number, and in the Blackwater River below and above Milton. The torpedoes were made at Mobile.

General Page, in command at Fort Morgan, reported to General Dabney H. Maury that he would hold the fort to the last man, and that it was not with his consent that Fort Powell was evacuated and Fort Gaines surrendered. Lieutenant-Colonel Williams, Twenty-first Alabama Infantry, late commander at Fort Powell, is under arrest for evacuating the forts.

[Telegram.]

NEW ORLEANS, *August 19, 1864—11 a. m.*

(Received 25th.)

Your dispatch of the 14th has been received. Immediately after you advised me that A. J. Smith had been ordered to join Sherman I went to Mobile Bay for the purpose of conferring with Admiral Farragut. The immediate operations at that place will be limited to the reduction of the forts and the control of the bay and such demonstrations as will serve as a diversion in favor of General Sherman's operations. No direct attack will be made upon Mobile until we have a larger land force than can [now] be spared.

* * * * *

E. R. S. CANBY,
Major-General.

Major-General WASHBURN.

Report of Rear-Admiral Farragut, U. S. Navy, announcing the surrender of Fort Morgan.

No. 366.]

FLAGSHIP HARTFORD,
Mobile Bay, August 23, 1864.

SIR: I have the honor to inform the Department that on the evening of the 21st instant General Granger informed me that his batteries would be ready to open on Fort Morgan at daylight the next morning. I accordingly gave directions for the monitors and the vessels with suitable guns to move up and be ready to open upon it with the army.

I had previously landed four IX-inch guns and placed them in battery under the command of Lieutenant H. B. Tyson, of the *Hartford*, and manned them with crews taken from the *Hartford*, *Brooklyn*, *Richmond*, and *Lackawanna*. They did good service in conjunction with the batteries of the army.

At daylight on the 22d the bombardment began from the shore batteries, the monitors and ships inside the bay and outside, and a more magnificent fire I think has rarely been kept up for twenty-four hours.

At 8:30 p. m. the citadel took fire and the general ordered the near

batteries to redouble their fire. At 6 this morning an explosion took place in the fort, and at 6:30 the white flag was displayed on the fort. I immediately sent Fleet Captain Drayton to meet General Granger to arrange the terms for the surrender of the fort. These were that the fort, its garrison, and all public property should be surrendered unconditionally at 2 o'clock to-day to the Army and Navy forces of the United States. These terms were agreed to by Brigadier-General Richard L. Page (formerly a commander in the Navy).

I shall send the garrison, officers and men, at once to New Orleans.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Supplementary report of Rear-Admiral Farragut, U. S. Navy, regarding the surrender of Fort Morgan and transmitting correspondence relative to terms of capitulation.

No. 368.]

FLAGSHIP HARTFORD,
Mobile Bay, August 25, 1864.

SIR: I had the honor in my dispatch No. 366 to report to the Department that Fort Morgan had surrendered on the 23d instant to the Army and Navy, though at the time that dispatch was written and mailed the ceremony of surrender had not actually taken place.

The correspondence preliminary to that event is herewith forwarded (marked Nos. 1, 2, 3, and 4), and the Department will perceive that the terms of capitulation were the same as in the case of Fort Gaines. General Page endeavored to obtain more favorable terms, but without success.

I regret to state that after the assembling of the rebel officers at the appointed hour, 2 p. m., for the surrender outside the fort, it was discovered on an examination of the interior that most of the guns were spiked, many of the gun carriages wantonly injured, and arms, ammunition, and provisions, etc., destroyed, and that there was every reason to believe that this had been done after the white flag had been raised.

It was also discovered that General Page and several of his officers had no swords to deliver up, and, further, that some of those which were surrendered had been broken.

The whole conduct of the officers of Fort Gaines and Fort Morgan presents such a striking contrast in moral principle that I can not fail to remark upon it. Colonel Anderson, who commanded the former, finding himself in a position perfectly untenable, and encumbered with a superfluous number of conscripts, many of whom were mere boys, determined to surrender a fort which he could not defend, and in this determination was supported by all his officers save one, but from the moment he hoisted the white flag he scrupulously kept everything intact, and in that condition delivered it over, whilst General Page and his officers, with a childish spitefulness, destroyed the guns which they had said they would defend to the last, but which they never defended at all, and threw away or broke those weapons

which they had not the manliness to use against their enemies, for Fort Morgan never fired a gun after the commencement of the bombardment, and the advanced pickets of our army were actually on its glacis.

As before stated, the ceremony of surrender took place at 2 p. m., and that same afternoon all the garrison were sent to New Orleans in the U. S. steamers *Tennessee* and *Bienville*, where they arrived safely.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

[Enclosures.]

FORT MORGAN, *August 23, 1864.*

GENTLEMEN: The further sacrifice of life being unnecessary, my sick and wounded suffering and exposed, humanity demands that I ask for terms of capitulation.

Very respectfully, etc.,

R. L. PAGE,
Brigadier-General, C. S. Army.

Rear-Admiral D. G. FARRAGUT, U. S. Navy,
Major-General GORDON GRANGER, U. S. Army,
Commanding, etc.

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HEADQUARTERS U. S. FORCES,
Mobile Bay, August 23, 1864.

GENERAL: I have notified Admiral Farragut of your desire to capitulate. Until his arrival hostilities will be suspended, when your proposal will be duly considered.

Very respectfully, your obedient servant,

G. GRANGER,
Major-General, U. S. Army, Commanding.

Brigadier-General R. L. PAGE,
Commanding at Fort Morgan.

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HEADQUARTERS U. S. FORCES,
Mobile Bay, August 23, 1864.

GENERAL: In reply to your communication of this date, received by Captain [J. C.] Taylor, asking for terms of capitulation, we have to say that the only terms we can make are:

First. The unconditional surrender of yourself and the garrison of Fort Morgan, with all of the public property within its limit and in the same condition that it is now.

Second. The treatment which is in conformity with the custom of the most civilized nations toward prisoners of war.

Third. Private property, with the exception of arms, will be respected.

Very respectfully, your obedient servants,

P. DRAYTON,
*Captain, U. S. N., on the part of Admiral Farragut,
Commanding Naval Forces.*

R. ARNOLD,
*Brigadier-General, U. S. A., on the part of General Granger,
Commanding U. S. Forces.*

Brigadier-General R. L. PAGE,
Commanding Fort Morgan.

FORT MORGAN, *August 23, 1864.*

GENTLEMEN: Your conditions in communication of to-day are accepted, but I have still to request that the terms asked, with my sick, be granted and inserted in the capitulation.

I will be prepared to surrender at 2 o'clock and to embark as soon as possible.

Respectfully, etc.,

R. L. PAGE,
Brigadier-General, U. S. Army.

Captain P. DRAYTON, U. S. Navy,
Brigadier-General R. ARNOLD, U. S. Army,
*Acting on the part, respectively, of Admiral Farragut and
General Granger.*

Letter from Rear-Admiral Farragut, U. S. Navy, to Commodore Palmer, U. S. Navy,
announcing the fall of Fort Morgan.

[Richmond Dispatch, September 5, 1864.]

FLAGSHIP HARTFORD,
Mobile Bay, August 23, 1864.

DEAR COMMODORE: Fort Morgan makes an unconditional surrender at 2 p. m. to-day to the forces of the Army and Navy. Page did not make us wait as long as I expected. We will cheer our flag and salute it when hoisted with one hundred guns by the fleet.

Congratulate General Canby upon the great success of his first effort in this department. Nothing could have been more harmonious than our combined operations. We had no ambition to excel each other but in the destruction of the enemy's works, which was effectually done by both Army and Navy.

Very truly, yours,

D. G. FARRAGUT.

Commodore PALMER,
Commanding at New Orleans.

[Telegrams.]

NEW ORLEANS, LA., *August 24, 1864.*

(Via New York, September 1. Received 8:20 a. m.)

Fort Morgan surrendered at 2 p. m. yesterday, 23d instant.

ED. R. S. CANBY,

Major-General.

Major-General HALLECK,

*Chief of Staff.*NEW ORLEANS, LA., *August 24, 1864.*

(Via New York, September 1. Received 8:20 a. m.)

By the surrender of Fort Morgan we have about 600 prisoners, 60 pieces of artillery, and a large quantity of material. In the twelve hours preceding the surrender about 3,000 shells were thrown into the fort. The citadel and barracks are entirely destroyed and the works generally much injured. Many of the guns were spiked, the carriages burned, and much of the ammunition destroyed by the rebels. The losses in the army were 1 man killed and 7 wounded.

ED. R. S. CANBY,

Major-General.

Major-General HALLECK,

Chief of Staff.

Report of Commander Nicholson, U. S. Navy, commanding U. S. S. *Manhattan*, regarding the action of that vessel in the bombardment of Fort Morgan.

U. S. S. *MANHATTAN*,*Mobile Bay, August 26, 1864.*

SIR: This ship has taken the following part in the bombardment of Fort Morgan, viz:

August 9.—Engaged the fort at a distance of 1,300 yards from 10:30 a. m. until 1 p. m., firing 15 XV-inch shell. The fort returned fire and struck this vessel once, on base of smokestack, making an indentation of about one inch and breaking three boltheads. No person injured.

August 13.—Engaged, about 1,400 yards distant, from 7 p. m. until 9 p. m.; fort did not reply; fired 8 XV-inch shell.

August 14.—Engaged, 1,200 yards, from 2 a. m. to 4 a. m., firing 6 XV-inch shell; fort did not reply.

August 15.—Engaged at 1,200 yards from 2 a. m. until 5 a. m.; fired 14 XV-inch shell; fort did not reply. On same day at same distance engaged from 7 p. m. until 10:30 p. m.; fired 8 XV-inch shell; fort returned fire, one shell bursting over the deck and breaking fluke of small kedge anchor; no other damage.

August 19.—Engaged at 1,200 yards and fired 6 XV-inch shell; fort did not reply.

August 22.—Engaged fort at 5 a. m., gradually lessening distance from 1,200 to 1,000 yards, firing 13 XV-inch shell; fort did not reply; ceased firing at 7:15 a. m. On same day opened fire again at 10 a. m. and continued until 11:30 a. m., firing 12 XV-inch shell, fort not reply-

ing. On same day again opened fire at 5:15 p. m., continuing until 7 p. m., firing 18 XV-inch shell, fort not replying.

At daylight on the 23d instant we dropped down to about 1,000 yards distant, but when about to open fire Fort Morgan hoisted the white flag.

I am, very respectfully, your obedient servant,

J. W. A. NICHOLSON,
Commander.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron.

[Enclosures.]

U. S. IRONCLAD MANHATTAN,
Mobile Bay, August 25, 1864.

SIR: I have the honor to submit the following as the expenditure of ordnance stores during the bombardment of the rebel Fort Morgan:

August 9, 15 XV-inch shell, $3\frac{1}{2}$, 7, and 10 second fuzes.

August 13, 6 XV-inch shell, $3\frac{1}{2}$, 7, and 10 second fuzes; 2 XV-inch shell, 10-second fuzes.

August 14, 6 XV-inch shell, $3\frac{1}{2}$, 7, and 10 second fuzes.

August 15, 22 XV-inch shell, $3\frac{1}{2}$, 7, and 10 second fuzes.

August 19, 2 XV-inch shell, $3\frac{1}{2}$, 7, and 10 second fuzes; 4 XV-inch shell, 7-second fuzes.

August 22, 27 XV-inch shell, $3\frac{1}{2}$, 7, and 10 second fuzes; 16 XV-inch inch shell, 7-second fuzes.

One XV-inch charge, 35 pounds, was expended with each shell.

Very respectfully, your obedient servant,

C. M. SCHOONMAKER,
Lieutenant and Executive Officer.

Commander J. W. A. NICHOLSON,
Commanding Manhattan.

U. S. IRONCLAD MANHATTAN,
Mobile Bay, August 25, 1864.

SIR: I have the honor to report the following as the damages sustained by this ship during the bombardment of Fort Morgan in the month of August, 1864:

In smokestack armor, on port side, a seven-eighth inch indentation 4 feet 4 inches from deck, by solid shot.

Arm of kedge anchor separated from fluke by bursting of shell.

Very respectfully, your obedient servant,

C. M. SCHOONMAKER,
Lieutenant and Executive Officer.

Commander J. W. A. NICHOLSON,
Commanding Manhattan.

Report of Rear-Admiral Farragut, U. S. Navy, forwarding Confederate flags.

FLAGSHIP HARTFORD,
Mobile Bay, August 25, 1864.

SIR: By direction of the admiral I send by the U. S. transport *McClellan*, Captain Grey, four rebel flags taken from Forts Morgan and Gaines and the rebel ram *Tennessee* and gunboat *Selma*.

Will you be pleased to have them forwarded to the Navy Department?

Very respectfully, your obedient servant,

P. DRAYTON,
Fleet Captain, West Gulf Blockading Squadron.

Rear-Admiral H. PAULDING,
Commanding Navy Yard, New York.

Letter from Rear-Admiral Farragut, U. S. Navy, to Major-General Canby, U. S. Army, regarding the conduct of Brigadier-General Page, C. S. Army, in connection with the surrender of Fort Morgan.

FLAGSHIP HARTFORD,
Mobile Bay, August 26, 1864.

GENERAL: Believing as I did that General Page was one of those unfortunate men who had been induced by circumstances to join the rebels rather than by inclination, and having known him for many years in his community as a man of respectable standing and a good officer in our Navy, I was much disposed to intercede for him in order that he might be sent North, which appeared to be his desire. But since I have heard of the wanton destruction of the public property and his childish behavior in denying that he had a sword to deliver up after manifesting his submission by showing the white flag on his fort, I have determined to say nothing on the subject, but to leave it to yourself to say how he shall be disposed of. Much indignation, I understand, was manifested by the garrison at Fort Morgan at the surrender of Fort Gaines by Colonel Anderson. I think the community will render a very different judgment when the facts are known. As I stated to the honorable Secretary of the Navy, Colonel A. found himself in a small fortification, with a much larger garrison (many of them being boys) than could be sheltered from either the shot or shell of our ships or the guns of our army and perfectly untenable, as was satisfactorily proven to him and his officers by one of our shells entering his casemate and killing 2 of his sick men and wounding several. He therefore very wisely determined, in order to save a wanton sacrifice of life, to capitulate, and in this determination was supported by all his officers save one. On the other hand, General Page, commanding a first-rate work, with a sufficient force to maintain it, well armed and provisioned, and a garrison determined like himself to defend it to the last, quietly and tamely yielded after one day's bombardment, that of the 22d, and during which he never fired a single gun, as all the firing previous to that day was merely occasional shots, apparently to obtain their ranges while preparations were making for the bombardment, and then, having raised the white flag in token of submission, with a chivalrous spirit of resistance, they destroyed everything they could lay

their hands on, spiked the guns, sawed the gun carriages, and broke their swords and threw them away. Colonel A., however, was so conscientious that he would not permit a thing to be touched after he had made an offer of surrender, and everything was left intact after that moment. So that whether Colonel A. was to blame or not I can not conceive that General P. and his officers are the proper persons to criticise him.

I am, very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Commanding West Gulf Squadron.

Major-General EDWARD R. S. CANBY, U. S. Army,
Comdg. Military Division of West Mississippi, New Orleans.

Letter of congratulation from the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy.

NAVY DEPARTMENT, *August 15, 1864.*

SIR: Your dispatch of the 5th instant, stating that you had on the morning of that day entered Mobile Bay, passing between Forts Morgan and Gaines and encountering and overcoming the rebel fleet, I had the satisfaction to receive this day. Some preliminary account of your operations had previously reached us through rebel channels. Again it is my pleasure and my duty to congratulate you and your brave associates on an achievement unequalled in our service by any other commander and only surpassed by that unparalleled naval triumph of the squadron under your command in the spring of 1862, when, proceeding up the Mississippi, you passed Forts Jackson and St. Philip, and, overcoming all obstructions, captured New Orleans and restored unobstructed navigation to the commercial emporium of the great central valley of the Union.

The bay of Mobile was not only fortified and guarded by forts and batteries on shore and by submerged obstructions, but the rebels had also collected there a formidable fleet, commanded by their highest naval officer, a former captain in the Union Navy, who, false to the Government and the Union, had deserted his country in the hour of peril and leveled his guns against the flag which it was his duty to have defended.

The possession of Mobile Bay, which you have acquired, will close the illicit traffic which has been carried on by running the blockade in that part of the Gulf, and gives point and value to the success you have achieved.

Great results in war are seldom obtained without great risks, and it was not expected that the possession of the harbor of Mobile would be secured without disaster. The loss of the gallant *Craven* and his brave companions, with the *Tecumseh* (a vessel that was invulnerable to the guns of Fort Morgan), by a concealed torpedo, was a casualty against which no human foresight could guard. While the nation awards cheerful honors to the living, she will ever hold in grateful remembrance the memory of the gallant and lamented dead, who periled their lives for their country and died in her cause.

To you and the brave officers and sailors of your squadron who participated in this great achievement the Department tenders its thanks and those of the Government and country.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral DAVID G. FARRAGUT,
Commanding West Gulf Blockading Squadron, Mobile Bay.

President's message expressing the thanks of the nation.

EXECUTIVE MANSION, *September 3, 1864.*

The national thanks are tendered by the President to Admiral Farragut and Major-General Canby for the skill and harmony with which the recent operations in Mobile Harbor and against Fort Powell, Fort Gaines, and Fort Morgan were planned and carried into execution. Also to Admiral Farragut and Major-General Granger, under whose immediate command they were conducted, and to the gallant commanders on sea and land, and to the sailors and soldiers engaged in the operations, for their energy and courage, which, under the blessing of Providence, have been crowned with brilliant success and have won for them the applause and thanks of the nation.

ABRAHAM LINCOLN.

Order of the President of the United States regarding salutes to be fired in honor of the victories at Mobile and Atlanta.

EXECUTIVE MANSION,
Washington City, September 3, 1864.

Ordered, first, that on Monday, the 5th day of September, commencing at the hour of 12 o'clock noon, there shall be given a salute of 100 guns at the arsenal and navy yard at Washington, and on Tuesday, September 6, or on the day after the receipt of this order, at each arsenal and navy yard in the United States, for the recent brilliant achievements of the fleet and land forces of the United States in the harbor of Mobile and in the reduction of Fort Powell, Fort Gaines, and Fort Morgan. The Secretary of War and Secretary of the Navy will issue the necessary directions in their respective Departments for the execution of this order.

Second, that on Wednesday, the 7th day of September, commencing at the hour of 12 o'clock noon, there shall be fired a salute of 100 guns at the arsenal at Washington and at New York, Boston, Philadelphia, Baltimore, Pittsburg, Newport, Ky., and St. Louis, and at New Orleans, Pensacola, Hilton Head, and New Berne, the day of the receipt of this order, for the brilliant achievements of the army under the command of Major-General Sherman in the State of Georgia and the capture of Atlanta. The Secretary of War will issue directions for the execution of this order.

ABRAHAM LINCOLN.

Proclamation of the President of the United States appointing a day of thanksgiving.

EXECUTIVE MANSION,
Washington, September 3, 1864.

The signal success that Divine Providence has recently vouchsafed to the operations of the United States fleet and army in the harbor of Mobile and the reduction of Fort Powell, Fort Gaines, and Fort Morgan and the glorious achievements of the army under Major-General Sherman in the State of Georgia, resulting in the capture of the city of Atlanta, call for devout acknowledgment to the Supreme Being, in whose hands are the destinies of nations. It is therefore requested that on next Sunday in all places of public worship in the United States thanksgiving be offered to Him for His mercy in preserving our national existence against the insurgent rebels who so long have been waging a cruel war against the Government of the United States for its overthrow; and also that prayer be made for the Divine protection to our brave soldiers and their leaders in the field who have so often and so gallantly periled their lives in battling with the enemy; and for blessing and comfort from the Father of Mercies to the sick, wounded, and prisoners, and to the orphans and widows of those who have fallen in the service of their country, and that He will continue to uphold the Government of the United States against all the efforts of public enemies and secret foes.

ABRAHAM LINCOLN.

Letter from Rear-Admiral Farragut, U. S. Navy, acknowledging congratulatory letter from the Department.

No. 392.]

FLAGSHIP HARTFORD,
Mobile Bay, September 4, 1864.

SIR: I have the honor to acknowledge the receipt of your communication of the 15th ultimo, in which you are pleased to express the thanks of the Department and the Government at the successful entrance into Mobile Bay by the fleet under my command and the capture and destruction of the ironclads of the enemy under the command of Admiral Buchanan.

He, though a rebel and a traitor to the Government that had raised and educated him, had always been considered one of its ablest officers, and no one knew him better or appreciated his capacity more highly than myself, and, I may add, felt more proud of overcoming him in such a contest, if for no other reason than to prove to the world that ramming and sinking a helpless frigate at her anchor is a very different affair from ramming steamers when handled by officers of good capacity.

In this engagement the *Tennessee* ran at our entire line of fourteen vessels and yet never succeeded in striking one, but on the contrary she was herself struck in succession by the *Monongahela*, the *Lackawanna*, the *Hartford*, and the *Ossipee*. All the injuries which she inflicted were with her guns; as a ram she did us no harm whatever.

The Department will please accept my thanks for its congratulatory letter. I have directed it to be read at muster on all the ships

in my squadron, and I know well that it will be as gratefully appreciated by every officer and man in this fleet as it is by

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Letter of congratulation from the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, on the fall of Fort Morgan.

NAVY DEPARTMENT, *September 5, 1864.*

SIR: Your dispatch numbered 368 is received, informing the Department of the capture on the 23d ultimo of Fort Morgan. This is the last and most formidable of all the defenses erected to command the entrance to the bay of Mobile, and it is a gratification that its capitulation was effected sooner than had been anticipated. I will not, in this communication, stop to comment on the bad faith exhibited in the destruction of the arms and property in the fort after its surrender, which is reprobated by you with just severity, but I desire to congratulate you and your command on a series of achievements which put us in possession of the bay, and until the integrity of the Union is fully vindicated and established, closes all ocean communication with the city of Mobile. In the success which has attended your operations you have illustrated the efficiency and irresistible power of a naval force led by a bold and vigorous mind, and the insufficiency of any batteries to prevent the passage of a fleet thus led and commanded. You have, first on the Mississippi and recently in the bay of Mobile, demonstrated what had been previously doubted, the ability of naval vessels, properly manned and commanded, to set at defiance the best constructed and most heavily armed fortifications. In these successive victories you have encountered great risks, but the results have vindicated the wisdom of your policy and the daring valor of our officers and seamen.

I desire that the congratulations which are hereby tendered to yourself, your officers, and men may be extended to the Army, who have so cordially cooperated with you.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron, Mobile Bay.

Letter from Rear-Admiral Farragut, U. S. Navy, to Major-General Granger, U. S. Army, extending the thanks from the Navy Department.

FLAGSHIP HARTFORD,
Mobile Bay, September 19, 1864.

GENERAL: The following is the closing paragraph of a dispatch just received from the honorable Secretary of the Navy in relation to the

army under your command on the taking of the forts at the entrance of this bay:

I desire that the congratulations which are hereby tendered to yourself, your officers, and men may be extended to the Army, who have so cordially cooperated with you.

In this connection, general, let me express to you how much pleasure it gives me to receive and convey these testimonials of good feeling and thorough appreciation of the united labors of the two branches of the service. It is only by mutual support that success can be attained. May we end this work as we began.

I am, general, very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Major-General GORDON GRANGER,
Commanding U. S. Army Forces, Mobile Bay.

Report of Rear-Admiral Farragut, U. S. Navy, transmitting order and report in the matter of survey on the C. S. ram *Tennessee*.

No. 351.]

FLAGSHIP HARTFORD, *August 16, 1864.*

SIR: I have the honor to inform the Department that on the 6th instant I ordered a survey to be made of the hull, armor, etc., of the ironclad *Tennessee*, and I herewith submit the report (order of survey and report marked Nos. 1 and 2), as well as a sectional view of the vessel made by Second Assistant Engineer Isaac de Graff, of this ship, and a drawing in water colors by Second Assistant Engineer Robert Weir, of the *Richmond*.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosures.]

FLAGSHIP HARTFORD,
Mobile Bay, August 6, 1864.

GENTLEMEN: You will please make a strict and careful survey on the rebel ironclad steamer *Tennessee*, captured in the engagement of yesterday, describing her hull, armor, machinery, armament, ammunition, the injuries to the vessel by shot, and those received when struck by the *Monongahela*, *Lackawanna*, and *Hartford*.

You will also state the repairs necessary to be made to put her again in serviceable condition and the general internal arrangement of the vessel for light and ventilation, reporting to me in duplicate.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

Captain T. A. JENKINS.
Captain JAMES ALDEN.
Commander W. E. LEROY.
Chief-Engineer THOM WILLIAMSON.

U. S. S. RICHMOND,
Inside of Mobile Bay, August 13, 1864.

SIR: In obedience to your order of the 6th instant, hereto appended, we have the honor respectfully to report that we have made a strict and careful survey of the ironclad casemated steamer *Tennessee*, captured from the rebels in the engagement in this bay on the morning of the 5th instant by the fleet under your command, and submit as follows, viz:

Description of Tennessee's hull.

The hull of this vessel appears to be exceedingly strongly built in every part, the material being oak and yellow pine, with iron fastenings.

Length from stem to stern on deck, 209 feet.

Greatest breadth of beam on deck, 48 feet.

Mean average draft of water, about 14 feet.

The deck is covered fore and aft with wrought-iron plates 2 inches thick. The sides of the vessel are protected by an overhang, sponsoned and covered with two layers of 2-inch wrought iron. This overhang extends about 6 feet below the water-line. The sides of the vessel below the deck are believed to be 8 feet thick, and the distance from the knuckle or the outside of the overhang on deck to the base of the casemate on either side is 10 feet.

The vessel is provided with a strong beak or prow which projects about 2 feet under water, formed by the continuation of the sponsoning, and covered with wrought-iron plates.

Casemate.

The casemate of the vessel is very strongly built. It is 78 feet 8 inches long and 28 feet 9 inches wide inside, the sides of the vessel extending 10 feet from it on either side at the greatest breadth of beam. The framing consists of heavy yellow pine beams 13 inches thick and placed close together vertically. Outside planking of yellow pine 5½ inches thick, laid on horizontally, and outside of this horizontal planking there is a layer of oak timber 4 inches thick, bolted on vertically, upon which the iron plating is secured. The plating or armor of the casemate forward is 6 inches thick, consisting of three 2-inch iron plates of about 6 inches wide, each, and abaft and on the sides 5 inches thick, consisting of two 2-inch and one 1-inch iron plates of the same width.

The yellow-pine framing of the casemate is planked over inside with 2½-inch oak timber, laid on diagonally. The whole of the armor plating is fastened with through-bolts 1½-inch diameter, with washers and nuts inside. The casemate is covered on top with wrought-iron gratings, composed of bars 2 inches thick and 6 inches wide, laid flat, and supported on wooden beams 12 inches square and about 5 feet distant from each other. Some of these gratings are hinged and fitted to open from the inside. There are 10 gun ports in the casemate, two in broadside on either side, three forward, and three aft. The forward and after ports to port and starboard are placed so as to enable the forward and after pivot guns to be used as broadside guns. The directly forward and after ports are on a line with the keel.

The ports are elongated and made just wide enough for the entrance of the muzzle of the guns in training, and only high enough to allow a moderate elevation and depression of the gun.

The wooden backing is cut away on each side of the ports inside of the casemate to allow the guns to be trained about one point forward and aft. The gun ports are covered with wrought-iron sliding plates or shutters 5 inches thick; those for the four broadside guns are fitted in slides. The sliding plates or shutters for the pivot guns are pivoted on the edge with one bolt that can be knocked out, detaching the shutter, if necessary, and are worked by a combination of racks and pinions.

Armament.

The armament of the *Tennessee* consists of six rifled guns, called by the rebels "Brooke rifles." The two pivot guns are 7½-inch bore, and the four broadside guns are 6-inch bore. These guns are reinforced abaft by two wrought-iron bands 2 inches thick, respectively. Weight of projectiles, 95 pounds and 110 pounds solid shot. The pivot guns are fitted on wooden slides, with a rack let into them. On an arm attached to the carriage there is a pinion for running out the gun, and by raising the arm the rack is thrown out of gear to allow the gun to recoil.

The arrangements for working the battery and the implements and machinery employed appear to be very good.

Quarters for officers and crew.

The cabin is large and comfortable for an ironclad vessel. The wardroom is situated immediately over the engine and is open to it, and although sufficiently commodious, we are of opinion that it would be impossible for officers or others to preserve their health or to live there comfortably for any considerable length of time in the absence of a better and more perfect ventilation than is at present provided.

The quarters of the crew are excellent and exceedingly comfortable for an ironclad vessel of her description. These quarters consist of a roomy berth deck, with rooms fitted up on either side for the junior officers.

The berth deck communicates with the casemate by means of a large hatch, and is provided with two large ventilators through the deck outside of the casemate.

When in port and in moderately smooth sea, it is believed that the berth deck will be found to be sufficiently well ventilated to insure a reasonable degree of comfort to the crew; but when the ventilators are unshipped it is believed that the one blower now on board (and which is also used for forcing the fires) is not sufficient to produce a proper circulation of fresh air.

The steering arrangements appear to be very defective, and the accommodations for the pilot and helmsman bad. These defects can, however, be easily remedied and at a small cost.

Machinery.

The machinery of the vessel consists of two geared, noncondensing engines. Cylinders, 24 inches diameter and 7-foot stroke, with poppet valves arranged as is the usual mode on board of western river steamers.

These engines were taken out of the river steamer called the *Alonzo Child*. They are placed fore and aft in the vessel, geared to an idler shaft by spur gearing with wooden teeth, and from the idler shaft to the propeller shaft by bevel cast-iron gear.

Boilers.

There are four horizontal flue boilers, 24 feet long, placed side by side, with one furnace under the whole of them; the products of combustion, returning through the flues, are delivered into one smoke pipe.

The engine and fire rooms are insufferably hot and very badly ventilated.

Injuries received in the action.

The injuries to the casemate of the *Tennessee* from shot are very considerable. On its after side nearly all the plating is started; one bolt driven in; several nuts knocked off inside; gun carriage of the after pivot gun damaged, and the steering rod or chain cut near that gun. There are unmistakable marks on the after part of the casemate of not less than nine XI-inch solid shots having struck within the space of a few square feet in the immediate vicinity of that port. On the port side of the casemate the armor is also badly damaged from shot. On that side, nearly amidships of the casemate and between the two broadside guns, a XV-inch solid shot knocked a hole through the armor and backing, leaving on the inside an undetached mass of oak and pine splinters about 3 by 4 feet, and projecting inside of the casemate about 2 feet from the side. This is the only shot that penetrated the wooden backing of the casemate, although there are numerous places on the inside giving evidence of the effect of the shot.

There are visible between forty and fifty indentations and marks of shot on the hull, deck, and casemate, varying from very severe to slight; nine of the deepest indentations on the after part of the casemate (evidently being XI-inch shot), and the marks of about thirty of other calibers on different parts of the vessel. There are also a few other marks, being, however, merely scratches, or slight indentations of the plating.

The smokestack was shot away, although it is not improbable the heavy ramming by the *Monongahela*, *Lackawanna*, and *Hartford* had previously prepared it for its fall.

Three of the wrought-iron port shutters or slides were so much damaged by shot as to prevent the firing of the guns.

There are no external visible marks or evidences of injury inflicted upon the hull of the *Tennessee* by the severe ramming by the *Monongahela*, *Lackawanna*, and *Hartford*; but inasmuch as the decks leak badly, and when there is a moderate sea running in the bay her reported usual leakage of 3 inches an hour being now increased to 5 or 6 inches an hour, it is fairly to be inferred that this increased leakage was caused by the concussion of the vessels.

The *Tennessee* is in a state to do good service now. To restore her to the state of efficiency in which she was when she went into the action with this fleet on the 5th instant it will be necessary to overhaul much of the iron plating on the port and after sides of the casemate and replace some of it.

The iron gun-port slides or shutters which were damaged must be either removed or repaired.

A new smokestack is required, and additional ventilators should be fitted.

Blowers are required to produce proper ventilation in the engine room and on the berth deck. When these small repairs and additions

shall have been made, the ironclad *Tennessee* will be a most formidable vessel for harbor and river service and for operating generally in smooth water, both offensively and defensively.

The original of this report is accompanied by sectional views of the *Tennessee* and a sketch showing the effect of shot on the outside.

We are, very respectfully, your obedient servants,

THORNTON A. JENKINS,
Captain.

JAMES ALDEN,
Captain.

WM. E. LEROY,
Commander.

THOM WILLIAMSON,
Chief Engineer.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Squadron, U. S. Flagship Hartford.

Report of Rear-Admiral Farragut, U. S. Navy, transmitting report of board on appraisement of C. S. ram *Tennessee*.

No. 428.]

FLAGSHIP HARTFORD,
Mobile Bay, September 19, 1864.

SIR: I have the honor to forward herewith the report (duplicate copy) of the appraisement of the ironclad ram *Tennessee*, captured in Mobile Bay on the 5th of August last, and in accordance with the opinion of the Department, expressed in its dispatch of the 3d instant, I shall send the case of the *Tennessee* and other war vessels taken in Mobile Bay to the prize court at Boston.

I should be pleased now to be informed by the Department whether I can go on with her repairs or whether the Department prefers waiting awhile to see the result of present operations or for the decision of the court.

The Department will comprehend that whilst the *Tennessee* may endure a good deal of hammering by shot in her present state, to repair her will cost much time and labor.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

[Enclosure.]

NEW ORLEANS, *September 12, 1864.*

ADMIRAL: In obedience to your order of the 31st of August, 1864, "to make a careful and accurate appraisement of the value of the captured ironclad steamer *Tennessee*," we have carefully considered the matter, with the aid of proper experts, and respectfully submit the following as the results of our examination and deliberation:

Value of material of hull, including fastenings, as per list.....	\$110,590.00
Value of joiner's work, including material, fittings, etc., as per list.....	53,198.00
Labor on hull.....	150,000.00

Value of the steam engines, boilers, and their dependencies, including line shaft, gear wheel, and screw propeller.....	\$185,000.00
Value of armor plating, say 1,018 tons, at \$200.....	203,600.00
Cost of drilling, cutting, and fitting the vessel.....	150,000.00
Value of bolts, spikes, and washers.....	10,000.00
Value of articles in sailmaker's [department], as per list.....	801.80
Value of articles in gunner's department, including battery, etc.....	17,426.09
Value of articles in carpenter's, boatswain's, and master's departments.....	3,122.15
Value of articles in paymaster's department, as per list.....	142.25
Total estimated value.....	883,880.29

Very respectfully, your obedient servants,

JAS. S. PALMER,
Commodore.

L. C. SARTORI,
Commander.

WM. GOLDING,
Machinist.

JOHN S. BARINGER,
Coppersmith.

ROBERT MCKENZIE,
Boiler Maker.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron,
U. S. S. Hartford, Mobile Bay.

[Subenclosures.]

NEW ORLEANS, *September 12, 1864.*

U. S. prize ram Tennessee, value and amount of timber used for building the frame, outer planking, and inboard thick strakes, ceiling, and clamps.....	Cubic feet. 38,830
Kelson, hooks, pointers, hanging and diagonal knees, engine-bed, lower-hold, and between-deck stanchions.....	3,000
Main deck frame, planking, waterways, thick strakes, and deck knees.....	21,300
Berth-deck frame, planking, waterways, etc.....	14,200
Casemates, including deck-frame.....	10,200
	87,330
At \$1 per cubic foot.....	\$87,330.00
Fastenings, spikes, nuts, washers, clinch rings, and labor forging, etc.....	23,260.00
Cost of labor, shipwrights, calkers.....	150,000.00
Joiner work, timber for bulkheads, cabin, wardroom, magazine, pantry, cornices, casing, engine room, storeroom, etc., 72,000 cubic feet.....	9,500.00
Cost of hinges, fittings, door knobs, brass work, glazing, serews, nails, brads, etc.....	4,900.00
Labor on inboard, joiner work.....	34,798.00
Labor on outboard, joiner work.....	4,000.00
Total.....	313,788.00

NEW ORLEANS, *September 12, 1864.*

Value of the steam engines, boilers, and their steam dependencies, including line shafts, great wheels, and screw propeller, of the U. S. prize ram Tennessee..	\$185,000.00
Value of armor plating, 1,018 tons, at \$200 per ton.....	203,600.00
Cost drilling, cutting, and fitting.....	150,000.00
Value of bolts, spikes, and washers for fastening.....	10,000.00
	580,000.00

NEW ORLEANS, *September ---, 1864.*List of articles in the sailmaker's department of the U. S. prize iron-clad steamer *Tennessee*, with their estimated prices:

1 suit of awnings and 2 awning curtains.....	\$700.00
2 suits of boat sails.....	30.00
1 boat awning.....	15.00
5 pounds beeswax.....	4.50
60 feet hose.....	20.00
1 coil 3-inch bolt rope.....	30.00
8 fathoms 2½-inch bolt rope.....	2.30
Amount.....	801.80

NEW ORLEANS, *September 12, 1864.*List of articles in the gunner's department of the U. S. prize iron-clad steamer *Tennessee*, with their estimated prices:

ARMAMENT.

Two 7-inch and four 6.4-inch Brooke rifles, as follows.

No. 1, 7-inch, No. 10, 15,300 pounds.....	\$1,836.00
No. 2, 7-inch, No. 5, 15,300 pounds.....	1,836.00
No. 3, 6.4-inch, No. 49, 1863, P. A. D. B., 10,550 pounds ..	1,266.00
No. 4, 6.4-inch, No. 35, 1863, P. A. D. B., 10,790 pounds.....	1,294.80
No. 5, 6.4-inch, No. 47, 1863, P. A. D. B., 10,680 pounds.....	1,281.60
No. 6, 6.4-inch, No. ---, 1863, P. A. D. B., 10,675 pounds.....	1,280.00
	8,795.40

GUN CARRIAGES.

2 pivot carriages and slides complete; metallic work of iron.....	2,400.00
4 broadside carriages (Marsilly); metallic work of iron.....	400.00
	2,800.00

EQUIPMENTS.

3 rammers, 7-inch.....	\$10.50
3 sponges, 7-inch.....	7.50
7 rammers, 6.4-inch.....	24.50
7 sponges, 6.4-inch.....	17.50
3 worms.....	10.50
3 spring serapers.....	15.00
2 ladles.....	7.00
9 breechings, 9-inch.....	180.00
16 gun tackles.....	32.00
2 breech sights, 7-inch.....	11.00
2 reinforce sights, 7-inch.....	2.50
4 breech sights, 6.4-inch.....	22.00
4 reinforce sights, 6.4-inch.....	5.00
2 locks, 7-inch.....	8.00
4 locks, 6.4-inch.....	16.00
6 elevating screws.....	108.00
4 handspikes, roller.....	30.00
13 handspikes, ordinary.....	26.00
3 primer boxes.....	3.00
1 brace and bit.....	3.00
6 priming wires.....	1.50
5 boring bits.....	1.25
12 straps and toggles.....	3.00
6 tompons and wads.....	10.50

555.99
[555.25]

WEST GULF BLOCKADING SQUADRON.

553

SMALL ARMS AND ACCOUTERMENTS, ETC.

40 rifled muskets, with bayonets and scabbards.....	\$600.00
41 Springfield muskets, with bayonets and scabbards.....	492.00
87 cartridge boxes.....	174.00
47 cap boxes.....	47.00
90 waist belts (leather).....	90.00
25 waist belts (canvas).....	12.50
22 cutlasses and scabbards.....	99.00
27 cutlass frogs.....	6.75
47 boarding pikes.....	108.10
	<hr/>
	1,629.35

MISCELLANEOUS ARTICLES.

1 boarding rattle.....	1.00
4 division tubs.....	12.00
1 powder flask.....	.80
500 percussion primers.....	12.50
200 friction primers.....	1.76
1,000 percussion caps.....	7.40
24 copper tanks.....	528.00
23 wooden tanks.....	34.50
12 passing boxes.....	54.00
2 shell whips.....	4.00
1 dustpan.....	1.75
1 dustbrush.....	.38
14 rockets and staves.....	8.40
1 magazine screen.....	12.00
1 gunner's quadrant.....	5.00
2 magazine lamps.....	25.00
1 shell-room lamp.....	12.50
	<hr/>
	720.99

PROJECTILES, 7-INCH.

19 shell, filled and fuzed (time), weight 102 pounds.....	116.28
40 shell, filled and fuzed (percussion), weight 102 pounds.....	244.80
9 shell, incendiary (time), weight 102 pounds.....	55.80
53 bolts (brass sabots), weight 110 pounds.....	172.78
	<hr/>
	589.66

PROJECTILES, 6.4-INCH.

44 shell, filled and fuzed (time), weight 70 pounds.....	184.80
106 shell, filled and fuzed (percussion), weight 70 pounds.....	445.20
16 shell, incendiary (time), weight 70 pounds.....	67.20
111 bolts, weight 95 pounds.....	316.35
21 grape.....	26.25
20 canister.....	60.00
	<hr/>
	1,099.80

POWDER, ETC.

55 16-pound charges, 880 pounds.....	176.00
257 12-pound charges, 3,080 pounds.....	616.80
151 8-pound charges, 1,208 pounds.....	241.60
3,000 musket ball cartridges.....	24.00
9,200 rifle ball cartridges.....	73.60
463 cartridge bags.....	138.90
	<hr/>
	1,270.90

RECAPITULATION.

Appraised value of—	
Armament.....	8,795.40
Gun carriages.....	2,800.00
Equipments.....	555.99
	<hr/>
	[555.25]

Appraised value of—Continued.

Small arms, etc.....	\$1,629.35
Miscellaneous articles.....	720.99
Projectiles, 7-inch.....	589.66
Projectiles, 6.4-inch.....	1,099.80
Powder, etc.....	1,270.90
Total.....	17,462.90
	[17,461.35]

NEW ORLEANS, *September 12, 1864.*

List of articles in the carpenter's, master's, and boatswain's departments on board the U. S. prize ironclad steamer *Tennessee*, with their estimated value:

CARPENTER'S DEPARTMENT.

1 ringbolt.....	\$1.00
1 keg 10d. nails.....	10.00
½ keg 8d. nails.....	5.00
½ box glass.....	2.00
1 pound tacks.....	.25
4 kegs paint.....	50.00
Lampwicking.....	5.00
1 sheet copper.....	2.00
60 sheets tin.....	12.00
7 bristol bricks.....	1.40
5 whitewash brushes.....	1.25
2 handsaws.....	1.50
1 compass saw.....	1.50
3 bits.....	.75
2 augers and 1 fire plane.....	2.50
1 chisel.....	.50
Tools.....	5.00

101.65

MASTER'S DEPARTMENT.

140 fathoms 1½-inch chain (new), 10 cents pound.....	1,120.00
1 anchor of 800 pounds, at 10 cents.....	80.00
1 anchor of 500 pounds.....	50.00
2 anchors of 400 pounds each.....	80.00
1 fine headlight.....	12.00
2 fine large berth-deck lights.....	15.00
7 battle lanterns.....	21.00
1 first-rate clock.....	5.00
4 devil's claws.....	5.00
1 ring stopper.....	3.00
6 chain hooks.....	6.00
2 sets man ropes.....	3.00
3 leads (hand).....	6.00
9 1½-inch shackles.....	22.50
2 shank painters.....	3.00
20 gallons sperm oil.....	45.00
1 galley.....	600.00
2 marble-top washstands.....	16.00
1 round-top center table.....	5.00
2 poplar-wood bureaus.....	10.00
1 water tank of 675 gallons capacity.....	100.00
1 water tank of 650 gallons capacity.....	100.00
1 water tank of 600 gallons capacity.....	95.00
1 water tank of 500 gallons capacity.....	90.00

2,492.50

BOATSWAIN'S DEPARTMENT.

19 double blocks.....	\$80. 00
28 single blocks.....	100. 00
2 deck tackles.....	60. 00
45 fathoms 3-inch manila rope.....	20. 00
10 fathoms 4-inch hemp rope.....	18. 00
14 brooms.....	4. 00
1 sheaves.....	4. 00
3 marlin spikes.....	2. 00
2 serving mallets.....	1. 00
6 thimbles.....	2. 00
8 hooks and thimbles.....	5. 00
6 scrapers.....	5. 00
1 shovel.....	1. 00
3 skeins whipping twine.....	1. 00
1 barrel coal tar.....	25. 00
1 barrel tar oil.....	25. 00
1 barrel tar.....	25. 00
60 fathoms untarred hemp hawser.....	150. 00
	<hr/>
	528. 00

RECAPITULATION.

Carpenter's department.....	101. 65
Master's department.....	2, 492. 50
Boatswain's department.....	528. 00
	<hr/>
	3, 122. 15

NEW ORLEANS, *September 12, 1864.*

List of articles in the paymaster's department on board the C. S. ironclad steamer *Tennessee*, with their estimated value:

24 barrels bread, 2,160 pounds, 5 cents.....	\$108. 00
5 bags black beans, 60 gallons, 20 cents.....	12. 00
1 bag corn, 1½ bushels, \$1.50.....	2. 25
1 barrel beef, 200 pounds.....	20. 00
	<hr/>
	142. 25

[Telegram.]

MOBILE, *August 4, 1864.*

Thirty-seven vessels have already assembled off Mobile Bar. A large force of infantry landed on Dauphin Island last night and reported moving on Fort Gaines. A large force of the enemy encamped at Holly Springs, Miss., last night. General A. J. Smith gone to Vicksburg.

D. H. MAURY,
Major-General, Commanding.

HON. J. A. SEDDON,
Secretary of War.

Request from Major-General Maury, C. S. Army, to the naval officer commanding off Mobile regarding the position of the C. S. vessels *Tuscaloosa* and *Huntsville*.

HEADQUARTERS DISTRICT OF THE GULF,
Mobile, Ala., August 5, 1864.

SIR: The major-general commanding desires you will give the necessary orders for the *Tuscaloosa* and *Huntsville* to take the position

assigned them at the outer obstructions as soon as possible. The enemy's fleet is making a heavy attack on Fort Morgan.

I am, sir, very respectfully, your obedient servant,

GEORGE G. GARNER,
Chief of Staff.

CHARLES C. SIMMS,
Commanding Officer U. S. Naval Forces, Mobile, Ala.

[Telegram.]

MOBILE, August 5, 1864.

Let General Dick Taylor and General Smith know that a large naval force and a large force under Canby, estimated at 10,000, are attacking Mobile.

D. H. MAURY,
Major-General, Commanding.
Brigadier-General ST. JOHN R. LIDDELL,
Clinton, La.

[Telegram.]

FORT MORGAN, August 5, [1864].

Action opened this morning between the fleet of the enemy and this fort. At 7 o'clock they passed with three ironclads and fourteen ships. The monitor *Tecumseh* was sunk under the guns of the water battery. The *Tennessee* surrendered after a terrific engagement with the enemy's fleet. The *Gaines* is beached near the hospital. The *Selma* was captured. The *Morgan's* officers and crew are all safe.

R. L. PAGE,
Brigadier-General.

General HIGGINS.

[Telegram.]

MOBILE, August 5, 1864.

Seventeen of the enemy's vessels (14 ships and 3 ironclads) passed Fort Morgan this morning. The *Tecumseh*, an ironclad monitor, was sunk by Fort Morgan. The *Tennessee* surrendered after a desperate engagement with the enemy's fleet. Admiral Buchanan lost a leg and is a prisoner. The *Selma* was captured and the *Gaines* was beached near the hospital. The *Morgan* is safe and will try to run up to-night. The enemy's fleet has approached the city and a monitor has been engaging Fort Powell all day.

D. H. MAURY,
Major-General.

Hon. J. A. SEDDON,
Secretary of War.

[Telegram.]

AUGUST 5, 1864.

By direction of the President I offer my views. Every effort should be made to hold Forts Morgan, Gaines, and Powell, with the hope of

forcing the enemy to withdraw for supplies, or at least gain time to strengthen inner defenses. It is believed here that the outer works are supplied for two or three months. Can not torpedoes be placed in ship channel under guns of Fort Morgan? Impress labor for defenses, hurrying forward those of inner harbor and of the city. It is hoped you can prevent a lodgment on east of bay at Blakely and southward. Is it possible in darkness and fog to throw supplies into Fort Morgan in barges or rowboats? Put torpedoes and other obstructions in mouth of Dog River, also in Blakely, Apalachee, and Tensas rivers. I will write.

J. F. GILMER,
Major-General, etc.

Major-General D. H. MAURY,
Commanding, etc., Mobile, Ala.

[Telegram.]

RICHMOND, VA.,-----.

Your dispatch received. The forts on the outer line should be held as long as possible. For that purpose I hope they are adequately supplied. If there be deficiencies, they should, as far as practicable, be remedied promptly. Care is needed as to the character of their garrisons. Reserves have, I suppose, joined you, and for the desperate defense of a work are, by pride and patriotism, fully reliable. You will have time, I hope, to make all needful additions to the works of the inner lines. I have requested General Gilmer, Chief of Engineers, to present to you his views. May our Heavenly Father shield and direct you, so as to avert the threatened disaster.

JEFFN. DAVIS.

General D. H. MAURY,
Mobile, Ala.

Report of Brigadier-General Page, C. S. Army, commanding Fort Morgan.

HEADQUARTERS THIRD BRIGADE, D. G.,
Fort Morgan, August 6, 1864.

GENERAL: I have the honor to report that at 6 o'clock yesterday morning the enemy's fleet, consisting of twenty-three men of war, of which four were monitors, moved up in line to pass this fort, the monitors leading, the wooden vessels lashed together in twos following; the sloops of war and larger craft on the inshore side protecting their consorts, which could convoy them in should they be seriously damaged.

The first monitor, *Tecumseh*, single turreted, was sunk under our guns, immediately abreast the fort. She went down rapidly; only a few, who were picked up by a boat from the enemy, and four, who swam ashore and are now in our hands, were saved from her crew.

The wooden gunboat *Philippi*, attempting to pass the fort alone after the fleet, was sunk by the second shot and being run ashore was deserted by her crew and afterwards burned by a boat from the C. S. gunboat *Morgan*. One man was found on her whose legs had been so shattered that he died while the officer was on board. He was thrown overboard.

The spirit displayed by this garrison was fine, the guns admirably served, and all did their duty nobly, and though subjected to a fire which, for the time, was probably as severe as any known in the annals of this war, our casualties were slight. I enclose a list.

Four of the enemy's fleet turned from the fire they would have to encounter in passing and assisted other vessels in an enfilading fire from the Gulf side during the action. As to the damage inflicted on those which succeeded in passing I can not speak definitely; shot after shot was distinctly seen to enter the wooden ships, but, as was evident, their machinery being protected by chains, no vital blow could be given them there. Their loss in men, I am assured, was very great.

Four hundred and ninety-one projectiles were delivered from this fort during the passage of the fleet.

Our naval forces under Admiral Buchanan fought most gallantly against odds before unknown to history.

Very respectfully, your obedient servant,

R. L. PAGE,
Brigadier-General, Commanding.

General D. H. MAURY,
Commanding, etc., Mobile.

[Extract from Charleston Mercury, August 9, 1864.]

MOBILE, August 6.—Advices from Fort Morgan to-day state that a Yankee gunboat laden with wounded had left for Mobile. By communication with her we learn that Admiral Buchanan's wound is doing well and that his leg may be saved. On board the *Tennessee* our losses were 2 killed and 3 wounded; on the *Selma* 8 killed, including Lieutenant Comstock, and 7 wounded; and on the *Morgan* 1 slightly wounded. The garrison of Fort Morgan is in fine spirits. Their loss was slight. The gunboat *Morgan* came up last night; also the crew of the *Gaines*. The enemy lost one monitor and one gunboat.

In Mobile business is generally suspended; the city looks like a military camp. Three gunboats came within a few miles of Dog River bar yesterday evening; they went back. The enemy have merely carried our outposts.

[Telegram.]

ENGINEER OFFICE,
Mobile, August 6, 1864.

Opinions in reference to placing new batteries divided. I propose to concentrate our fire and form one reliable strong line near upper obstructions instead of defending both lines of obstructions nearly 3,000 yards apart. Batteries Huger and Tracy are unreliable, and that weak point ought to be strengthened by the two ironclad steam batteries belonging to the Navy.

V. SHELHA,
[Lieutenant-Colonel and] Chief Engineer.

Major-General J. F. GILMER,
Chief of Engineer Bureau, Richmond.

[Telegram.]

ENGINEER OFFICE,
Mobile, August 6, 1864.

Fort Powell was evacuated and blown up last night. One of Singer and Company's torpedoes sunk the monitor *Tecumseh*. Rest of fleet passed through channel, which I have been ordered to keep open for blockade runners. The *Tennessee* fought the whole fleet for two hours after they passed the forts. Steamer *Morgan* ran the gantlet safe, near our obstructions. Shall have by to-night ten additional heavy guns bearing on obstructions. Am endeavoring to obstruct Dog River. Governor Watts can not furnish labor. My force is broken down from excessive labor. Am strengthening obstructions between Tracy and Huger. Would be ready to receive a serious attack if only furnished with hands I have so earnestly called for.

V. SHELHA,
*Lieutenant-Colonel and Chief Engineer.*Major-General J. F. GILMER,
Chief of Engineer Bureau, Richmond, Va.-----
[Telegram.]MOBILE, *August 7, 1864.*
(Via Augusta, 8th.)

Some veteran infantry needed here at once. Gaines is under attack by land and water. Powell was evacuated after sustaining a short bombardment. Morgan and Gaines seem resolved. No force on Lower Mississippi. Canby's force reported variously from 17,000 downward. Visible force stated at 4,000 on Dauphin Island. The force which advanced from La Grange estimated this morning at 7,000. Forrest telegraphs cheerfully. Engineer officer just reports damage to Gaines and Morgan slight and thinks their resistance will be stubborn.

DABNEY H. MAURY,
*Major-General.*Hon. J. A. SEDDON,
Secretary of War.-----
[Telegram.]ENGINEER OFFICE,
Mobile, August 7, 1864.

Have been ordered to place ironclad floating battery, which was being changed into a very strong 2-gun battery, in its present unfinished condition at lower obstructions near Choctaw Spit. Position is very isolated. Completion of battery is rendered difficult, and even if completed it can not hold out long against an attack by the whole of the enemy's fleet. In my opinion our efforts should be concentrated on making the line from Redoubt No. 1 to Battery McIntosh as strong as possible, and on this line my limited force should be employed. Channel south of obstructed lower gap will be filled with torpedoes.

V. SHELHA,
*Lieutenant-Colonel and Chief Engineer.*Major-General J. F. GILMER,
Chief of Engineer Bureau, Richmond, Va.

Report of Lieutenant-Colonel Williams, C. S. Army, late commanding Fort Powell.

MOBILE, August 7, 1864.

COLONEL: I have the honor to report the evacuation and destruction of Fort Powell on the night of August 5.

When the enemy's fleet passed into the bay the garrison consisted of two companies of Twenty-first Alabama Regiment and part of Culpeper's battery, in all about 140 men. Water for thirty days was protected from the enemy's fire in the bombproof, and other stores for two months. The front face of the work was nearly completed and in a defensible condition, mounting one VIII-inch columbiad, one 6.4-inch rifle, and two 7-inch Brooke guns. The face looking toward Gaines and Little Dauphin Island was half finished. The parapet was nearly complete, but traverses and galleries had only been framed. The rear had only been commenced. Two guns were mounted, one X-inch columbiad and one 7-inch Brooke rifle. They were without parapets and exposed from the platform up. This part of the fort was strewed with large quantity of lumber, which was being used in the construction of galleries, magazines, etc.

During the morning the fort was shelled from five gunboats in the sound at long range. The fort was hit five times, but no particular damage was done. I replied with the four guns bearing on that side, with what effect is not known. About 2:30 p. m. one of the enemy's monitors came up within 700 yards of the fort, firing rapidly with shell and grape. I replied from the 7-inch Brooke gun (razed) on the south angle. It was protected by an unfinished traverse, which, however, would not permit it to be depressed sufficiently for ricochet firing. The gun was loaded with great difficulty, there being no platform for the gunners in the rear, owing to which and the delay occasioned by a sponge head pulling off in the gun I succeeded in firing but three shots from it while the ironclad was in range. One shot struck on the bow with no apparent effect. The ironclad's fire made it impossible to man the two guns in the rear, and I made no attempt to do so. The elevating machine of the X-inch columbiad was broken by a fragment of shell. A shell entered one of the sally ports, which are not traversed in the rear, passed entirely through the bombproof, and buried itself in the opposite wall. Fortunately it did not explode. The shells exploding in the face of the work displaced the sand so rapidly that I was convinced unless the ironclad was driven off it would explode my magazine and make the bombproof chambers untenable in two days at the furthest. To drive it from its position I believed impossible with my imperfect work, and so telegraphed to Colonel Anderson, commanding Fort Gaines, that unless I could evacuate I would be compelled to surrender within forty-eight hours. His reply was: "Save your garrison when your fort is no longer tenable." At the time his dispatch was received it was becoming dark. The fleet had not moved up to intercept my communication with Cedar Point. I could not expect to have another opportunity to escape, and I decided promptly that it would be better to save my command and destroy the fort than to allow both to fall into the hands of the enemy, as they certainly would have done in two days. The tide being low, I marched my command to Cedar Point without interruption or discovery. In one narrow channel I found the water ever-head, and in crossing it I damaged my ammunition and lost a few

muskets (a special report of which will be made). Lieutenant Savage was left in the fort with orders to prepare a train and match to explode the magazine as soon as he discovered that I had gained the mainland. Lieutenant Jeffers, acting ordnance officer, was directed to spike the guns at the same time. The fort was blown at 10:30 p. m. Every man was brought off safely to Cedar Point, thence to the city.

J. M. WILLIAMS,
Lieutenant-Colonel, Commanding.

Colonel G. G. GARNER,
Chief of Staff.

[Endorsement.]

HEADQUARTERS DISTRICT OF THE GULF,
Mobile, Ala., August 8, 1864.

This report is unsatisfactory. Colonel Williams should have fought his guns. They were not more exposed than those in every wooden ship, and vigorously served would probably have compelled the monitor to haul off. Fort Powell should not have been surrendered. Colonel Williams is relieved from command until full investigation can be had.

DABNEY H. MAURY,
Major-General, Commanding.

[Telegram.]

FORT MORGAN, *August 8, 1864.*

Yesterday morning at daylight Colonel Anderson communicated with enemy by flag of truce without my sanction. I immediately asked him by signal purpose of it. He made no acknowledgment, though I fired signal guns to gain his attention and telegraphed repeatedly in case he was on lookout, but unable to make signal "Hold on to your fort." I went there last night and was greatly surprised to find Colonel Anderson absent in the fleet, making terms for surrender. I gave peremptory orders on his return, if the enemy did not return with him, all terms were annulled and he was relieved from command. This morning fired signal guns and telegraphed same effect. No reply. At 9:30 o'clock enemy's flag hoisted on Fort Gaines. Colonel Anderson's conduct inexplicable and disgraceful. On 4th I visited Gaines, encouraged the garrison, and found good feeling. All my orders have been for protracted resistance.

R. L. PAGE,
Brigadier-General, Commanding.

Major-General DABNEY H. MAURY.

[Telegram.]

MOBILE,
Monday, August 8, 1864.

Friday night Lieutenant-Colonel Williams, commanding Fort Powell, evacuated and blew up the fort. Yesterday and to-day the enemy are shelling Fort Gaines. The people of Mobile are all ready

for the fray. Great confidence prevails. The people are satisfied with the conduct of Admiral Buchanan, Captain Murphey, and Lieutenant Bennett, of the Navy.

D. H. MAURY,
Major-General.

Hon. J. A. SEDDON,
Secretary of War.

[Telegram.]

MOBILE, *August 8, 1864.*

Forts Powell and Gaines surrendered. Can you spare any good infantry?

DABNEY H. MAURY,
Major-General.

Hon. J. A. SEDDON.

[Telegram.]

MOBILE,
Monday, August 8, 1864.

It is painfully humiliating to announce the shameful surrender of Fort Gaines at 9:30 this morning by Colonel Charles D. Anderson, of the Twenty-first Alabama Regiment. This powerful work was provisioned for six months and with a garrison of 600 men. He communicated with the enemy's fleet by flag of truce with[out] the sanction of General Page. General Page enquired by signal what his purpose was, but received no answer. His attention was attracted by signal guns. Page repeatedly telegraphed, "Hold on to your fort." The same night visited Fort Gaines and found Anderson on board the Yankee fleet arranging the terms of capitulation. He left peremptory orders for Anderson on his return not to surrender the fort, and relieved him of his command. Fort Morgan signaled this morning, but no answer was received except the hoisting of the Yankee flag over the ramparts of Fort Gaines. Anderson's conduct is officially pronounced inexplicable and shameful.

D. H. MAURY,
Major-General.

Hon. J. A. SEDDON,
Secretary of War.

[Telegram.]

SELMA, *August 8, 1864.*

We will send you guns and projectiles as fast as we can make them. We want copper for rifle projectiles.

CATESBY AP R. JONES,
Commandant.

Major-General D. H. MAURY,
Mobile, Ala.

[Telegram.]

AUGUST 8, 1864.

Have the engineers do all possible to strengthen the forts of the inner harbor line and city defenses.

J. F. GILMER,
Major-General, etc.

General D. H. MAURY,
Mobile, Ala.

Letter from Brigadier-General Page, C. S. Army, to commanding officers of the Federal forces, declining to surrender.

HEADQUARTERS,
Fort Morgan, August 9, 1864.

SIRS: I am prepared to sacrifice life and will only surrender when I have no means of defense.

I do not understand that while being communicated with under flag of truce the *Tennessee* should be towed within range of my guns.

Respectfully, etc.,

R. L. PAGE,
Brigadier-General, Commanding C. S. Army.

Rear-Admiral D. G. FARRAGUT, U. S. Navy.
Major-General GORDON GRANGER, U. S. Army.

[Telegram.]

MOBILE, August 9, 1864.

All gaps in obstructions closed. Torpedoes in Dog River placed. Guns in Redoubt No. 1 mounted. New battery on shell road ready for guns. Battery Gladden, seven guns mounted, magazine covered. Apalachee channel closed. Am placing torpedoes in Garrow's Bend and south of obstructions. Four redans completed. Guns mounted in all new redoubts. Commence connecting rifle pits at daybreak, also clearing off ground in front. Morgan garrison determined to hold out.

V. SHELHA,
Engineer.

Major-General J. F. GILMER,
Chief of Engineer Bureau, Richmond, Va.

Report of Major-General Maury, C. S. Army, commanding Confederate forces.

HEADQUARTERS DISTRICT OF THE GULF,
Mobile, Ala., August 9, 1864.

GENERAL: While at Meridian on the 3d instant I received dispatches indicating a naval and land attack on the lower forts. On the 4th instant a force was thrown on Dauphin Island estimated at 2,000.

On Friday, the 5th instant, the enemy's fleet attacked Fort Morgan at 6:30 a. m. After several hours bombardment the whole fleet, except one large monitor, which was sunk by our guns, ran by the fort

and entered the bay. They numbered fourteen wooden ships and three ironclads. The *Tennessee* and little gunboats *Selma*, *Gaines*, and *Morgan* were soon overpowered. The conduct of the admiral in the *Tennessee*, and of the *Selma*, Captain Peter U. Murphey, is spoken of as devotedly gallant. On the same day a monitor ran close up to Fort Powell and cannonaded it for several hours. Five gunboats in Mississippi Sound bombarded it at long range. No serious injury was done to the fort besides disabling the carriage of a X-inch gun. No officer or man was wounded. That night Lieutenant-Colonel Williams (the same commander who, in a spirited manner, sustained the attack of Farragut some months ago) evacuated the fort, blew it up, and brought the garrison to this city. Urgent orders were sent to Colonel C. D. Anderson, Twenty-first Alabama, the commander of *Gaines*, to hold his fort to last extremity. He surrendered his fort with about 600 good troops in it on yesterday morning. The commander and garrison of Fort Morgan evince a noble spirit of resolution.

Grant's Pass is now open for transports and Mobile may be attacked in a short time. Henceforth the place must always be held ready for attack. There are an unusual number of women and children here. They will not go away until the shells begin to fall, when it may be too late. There is six months' supply of victuals here for a garrison. The ordnance supplies are still insufficient for siege. The citizens, employés, reserves, militia, two Louisiana regiments of heavy artillery, six companies of cavalry, and a battalion of men selected from companies of correction, in all about 4,000, now man the works. A regiment of reserves and about 300 artillerists are en route. Other reserves are under orders to come here, say 1,000. Last night I received a dispatch from my most intelligent New Orleans correspondent stating Canby's force at 3,000. If this be so, no immediate attack upon the city is probable. Forrest telegraphs me that the force advancing down Mississippi Central road is about 15,000 men. It has forced Chalmers back toward Oxford. Forrest has about 7,000 veteran cavalry. I have ordered Generals Wirt Adams and Liddell to reinforce him if possible. They may send him 1,000 to 1,500 men, and the State reserves and militia of Mississippi may give him 1,500 more. With this I think he can retard and perhaps defeat the enemy. I go to Meridian this evening. No tidings yet of General Taylor or of troops crossing.

Very respectfully, your obedient servant,

DABNEY H. MAURY,
Major-General, Commanding.

General S. COOPER,
Adjutant and Inspector-General.

[First endorsement.]

AUGUST 31, 1864.

Read and return to Secretary of War.

Let the requisite ordnance and ordnance stores be furnished. The commander of the reserves of Alabama should be urged to greatest exertion.

J. D.

[Second endorsement.]

SEPTEMBER 2, 1864.

Mr. S[HEPHERD]: Communicate the President's endorsement to Colonel Gorgas. I will write General Withers.

J. A. S.

Noted.

[Third endorsement.]

J. GORGAS.

[Telegram.]

ENGINEER OFFICE,
Mobile, August 10, 1864.

Am preparing Battery Huger for five additional heavy guns and one seacoast mortar. If time be allowed, a heavy self-supporting work, commanding the channels and land approaches, will be constructed on Blakely Heights. This work would have to be held at every hazard, else our own guns would be turned against the batteries below. Federal fleet reported much damaged. Torpedo parties obstructing channel approaches to city and at Apalachee. Commanding general decides on holding lower obstructions.

V. SHELINA,
Lieutenant-Colonel and Chief Engineer.

Major-General J. F. GILMER,
Chief of Engineer Bureau, Richmond, Va.

[Telegram.]

MOBILE, August 11, 1864.

Raid preparing at Pensacola navy yard; quiet elsewhere. Nothing late from Fort Morgan; wires broken. Forrest drove enemy's advance out of Oxford last night. All particulars of Fort Gaines' surrender known are commanding officer communicated with enemy and made terms without authority; his fort in good condition, garrison having suffered little. He made [no] reply to repeated orders and signals from General Page to hold his fort, and surrendered; conditions not known. Serious delays and mischief occasioned by depot quartermasters refusing to issue necessary supplies, except by orders from Richmond; please correct it.

D. H. MAURY,
Major-General.

Hon. J. A. SEDDON,
Secretary of War.

Report of Major-General Maury, U. S. Army, regarding the evacuation of Fort Powell and surrender of Fort Gaines.

HDQRS. DEPARTMENT OF ALA., MISS., & EAST LA.,
Mobile, Ala., August 12, 1864.

MY DEAR SIR: I received to-day your dispatch enquiring for the particulars concerning the surrender of Fort Gaines. I have answered as to the main points. When the fleet first appeared to be increasing before Fort Morgan, I was in Meridian, the headquarters of the department to which I had recently been temporarily assigned. On

my return to Mobile, on the 3d instant, I found that in consequence of the appearance of a land force off Dauphin Island the garrisons of Fort Gaines and Powell had been increased by sending some local troops (Pelham Cadets), marines, reserves, heavy artillery, in fact almost every available soldier at that time in Mobile. It was then believed those would hold out against any attack likely to be made on them, and it was hoped the fleet would not enter the bay.

Lieutenant-Colonel Williams, of Fort Powell, abandoned and blew up his works without having a man injured, nor had any injury been inflicted on any part of his fort. He reports one of his gun carriages disabled, and one gun temporarily out of use by careless loading. He had under his bombproof fully thirty days water and two months provisions. He had hand grenades, revolvers, muskets, and howitzers to defend his fort against launches, and eight heavy guns to use against the ships. The fort had just been connected by telegraph with Fort Gaines and with Mobile.

On the morning of the 5th there were 70 negroes with trenching tools in the fort. The guns on the east face of the work were mounted and in fighting order, but were not yet covered by the parapet, and the men serving them would have been exposed as are sailors on an ordinary man-of-war. It is altogether probable that a faithful service of their battery for half an hour would have driven off or sunk the only boat attacking its eastern face, and that it might have been held long enough to compel the fleet to put to sea, or at least to enable Mobile to prepare fully for land attack.

Fort Gaines was garrisoned by six companies Twenty-first Alabama Regiment, two companies First Alabama Battalion, 40 Pelham Cadets, 120 reserves, and about 40 marines; in all, about 600 good troops. The fort was well supplied for six months. The three X-inch guns, temporarily dismounted during the bombardment by the carelessness of the cannoneers, afterwards remounted, according to information just received, were dismounted during the bombardment. Twenty guns remained in good order. The fort was uninjured and could have long withstood attack. The enclosed copy of General Page's dispatch * reveals all I know of the surrender.

The important consequence of these misfortunes is that Mobile is henceforth liable to attack without warning, and must always be ready for siege. I have heretofore, as you know, sent from here troops and supplies to other points which seemed more important or more imminently pressed. Henceforth I must collect and hold here everything necessary for a beleaguered city. The heavy armament calls for a great deal of ammunition. The outer line, Morgan, Gaines, and Powell, was supplied with 300 rounds per gun. The guns near the city have not more than 200. The total number of men now under arms in the whole district is about 6,000, about 1,000 of whom have been under fire, and a large portion are citizens of the place. The city has probably more women and children in it than at any time since the war began.

I am, sir, very respectfully, your obedient servant,

DABNEY H. MAURY,
Major-General, Commanding.

HON. JAMES A. SEDDON,
Secretary of War, C. S. A., Richmond, Va.

*See p. 436.

[First endorsement.]

AUGUST 23, 1864.

Respectfully submitted for the information of the President, with mortification and pain at results so little creditable to the constancy of the officers in command of the surrendered forts and the honor of our arms.

J. A. SEDDON,
Secretary.

[Second endorsement.]

AUGUST 26, 1864.

Read and returned to Secretary of War.

The conduct in both cases seems to be discreditable to our arms. The officers responsible for the surrenders will be held to a strict account for their acts as soon as practicable.

JEFFN. DAVIS.

Report of Brigadier-General Rains, C. S. Army, superintendent Torpedo Bureau.

OFFICE TORPEDO BUREAU,
Richmond, August 15, 1864.

SIR: I have the honor to enclose the within telegram, with the remark that previous to leaving Mobile I had 67 torpedoes planted where this one acted, and had 9 submarine mortar batteries underway (3 completed) to close the main channel, such as the enemy report kept them out of Charleston, they being unable to move them. But my instructions and wishes were frustrated after I left, the place left open, and the enemy made use of it.

Very respectfully, your most obedient servant,
G. J. RAINS,
Brigadier-General, Superintendent.

Hon. JAMES A. SEDDON,
Secretary of War, C. S.

[First endorsement.]

ORGANIZATION OFFICE, *August 18, 1864.*

Respectfully submitted for the information of the honorable Secretary of War.

By order:

JOHN BLAIR HOGE,
Major and Assistant Adjutant-General.

[Second endorsement.]

AUGUST 19, 1864.

Noted. It is gratifying to find that the many torpedoes used have not proved wholly unavailing. It strikes me with surprise, however, that they are not more frequently effective.

J. A. S.

[Enclosure.]

MOBILE, *August 13, 1864.*

Gen. G. J. RAINS: Monitor *Tecumseh* was sunk by torpedo in thirty seconds.

F. S. BARRETT.

[Telegram.]

MOBILE, August 16, 1864.

Fleet sent flag of truce to-day expressive of desire to exchange prisoners, then retired from before the city. Enemy reported this morning in force from Pensacola to Blakely. Have only reserves to meet him.

DABNEY H. MAURY,
Major-General.

General S. COOPER.

[Telegram.]

SELMA, August 17, 1864.

Torpedo boat not ready for operation.

CATESBY AP R. JONES,
Commandant.

Brigadier-General E. HIGGINS,
Mobile, Ala.

Letter from Lieutenant-Colonel Sheliha, U. S. Army Engineer, to Commander Harrison, U. S. Navy, responding to request for the more efficient obstruction of Blakely and Apalachee rivers.

ENGINEER OFFICE, DISTRICT OF THE GULF,
Mobile, Ala., August 19, 1864.

CAPTAIN: Your note urging the more efficient obstructions of Blakely and Apalachee rivers has just been received. In answer, I beg leave to state that I fully share your opinion. In fact I am so thoroughly convinced of all you say that I am bending all energy toward strengthening the one weak point in our defenses. From the amount of labor done by the engineers during the course of last week you will easily be convinced of the earnestness of our desire to render the two channels impracticable to any enemy, however active or energetic and enterprising he may be. I have pointed out repeatedly batteries Huger and Tracy as unreliable, yet my frequent and urgent appeals for labor have never been heeded. But let us use the short respite the enemy may grant us to the best possible advantage, and above all let us adopt the view that vessels drawing 8 or 9 feet can pass the bar. I am much afraid of not being able to render the two batteries what they ought to be. They are faulty in location, in conception, and in construction. It is not possible to alter them now materially, yet I expect much good service from the considerable increase of heavy armament we have been able to give them of late. They can and will make an obstinate resistance, and I do not think that any of the enemy's vessels will live long under their fire. Our object, then, must be to keep the enemy under one. Our present obstructions will not do it, and they do need immediate strengthening. * * * I have, therefore, adopted the same plan which was proposed for the obstruction of the channel between Fort Morgan and the west bank, and which will, I hope, succeed in the two rivers, as there is but one current, less depth of water, better bottom, and no seaway. The top of these sawyers or chevaux-de-frise will be strengthened by an iron cap, on which a torpedo may be fastened. Lieutenant Barrett leaves here to-night with

22 torpedoes. I think it will be well to place them just opposite Battery Huger in the Blakely River a few yards below the piling, leaving only a narrow channel for our communication by small boats with Bay Minette. A party of 50 axmen will leave to-night. Any assistance you may deem proper to give us hard-pushed engineers will be thankfully reciprocated.

I remain, captain, very respectfully and truly, yours,

V. SHELIHA,

Lieutenant-Colonel and Chief Engineer.

Captain GEORGE W. HARRISON,

Commanding U. S. S. Morgan.

Report of Lieutenant Barrett, U. S. Army, regarding the sinking of the U. S. S. *Tecumseh* by torpedo.

MOBILE, August 20, 1864.

SIR: I have the honor to report, for the information of the general, that on the morning of the 5th instant the enemy's fleet, consisting of four monitors and about sixteen heavy vessels of war, steamed through the main entrance to Mobile Bay under a heavy fire from Fort Morgan and the fleet. By the course they took running in it is evident they were well informed as to the location of the torpedoes we had planted, as they kept well in on the east side of the channel where we had none, that part being left open by orders of the Chief of Engineer Department for our steamers to pass in and out. The monitor *Tecumseh* not keeping as far to the eastward as the others, struck one of our torpedoes and sunk almost instantly, carrying down with her all of her officers and crew but six, who saved themselves by swimming to the shore, and were taken prisoners by the garrison at Fort Morgan. From their account and from eye-witnesses there is no doubt she was sunk as above described. Her bottom must have been almost entirely destroyed, as she went down in less than twenty-five seconds after the explosion. The sinking of this monitor demonstrates the fact that if we had been allowed to plant torpedoes entirely across the channel, leaving no entrance for vessels to pass in and out, or even if we had extended our line 300 yards farther to the eastward very few, if any, of their vessels would have got through, but many of them, no doubt, would have been sunk. We had planted, by order of Lieutenant-Colonel Sheliha, Chief of the Engineer Department, twenty-three torpedoes in the main channel between the two buoys and thirteen between the west buoy and the line of spiling opposite the water battery at Fort Morgan. This left an open channel of about 500 yards between our east line and the shore. The enemy evidently, by observing blockade steamers running in (one having done so after daylight that morning), were well informed of this open space in the channel free from torpedoes, as they steamed in through it from 200 to 300 yards farther to the eastward than any vessels usually do in coming in from the outer bay. Had their object not been to avoid them, they certainly would not have exposed themselves to the fire of Fort Morgan at such short range, when, by keeping farther to the westward, with

the same depth of water, they would have avoided the short range of its guns and necessarily the accuracy of its gunners.

Very respectfully, your obedient servant,

F. S. BARRETT,

Second Lieutenant, in Charge of Torpedoes.

Lieutenant J. T. E. ANDREWS,

Acting Assistant Adjutant-General.

[First endorsement.]

HEADQUARTERS TORPEDO BUREAU,

Richmond, Va., ——— ———.

Respectfully submitted.

G. J. RAINS,

Brigadier-General, Superintendent Torpedo Bureau.

[Second endorsement.]

General Bragg, for attention.

Torpedoes to be fired by electricity would not have interfered with the use of the channel by our ships. This should be looked to at the entrance to Wilmington and Charleston. Officers not fit for field service from temporary disability and officers on the invalid list may be usefully employed under the orders of General Rains. The latter class would be preferable, as much special instruction is requisite.

J. D.

[Third endorsement.]

HEADQUARTERS DISTRICT OF THE GULF,

Mobile, Ala., September 26, 1864.

I ordered a space on the line of torpedoes to be left open for the *Tennessee* and other ships to pass in and out. This space was marked by a buoy 160 yards from the Fort Morgan shore. A ship passing between that buoy and the shore would be exposed to the fire at short range of seven X-inch columbiads, three VIII-inch guns, two 8-inch Blakely rifles, two 7-inch Brooke rifles, some 6.4-inch rifles, several 32-pounders, and the rifle fire of the sharpshooters. No vessel yet built could pass through that channel in daylight. The enemy gave it a wide berth on the 5th August. From the best information I can procure none of their ships passed within 800 yards of Fort Morgan. All of them passed over the torpedoes. The *Tecumseh* is believed by General Page to have been sunk by his fire. She is claimed by some to have been sunk by a Singer torpedo; by Lieutenant Barrett in this paper to have been sunk by one of General Rains' torpedoes. It is probable that the rapid and changing currents in the deep channel off Morgan, and other causes operating there, had carried away many of the torpedoes and injured others. Captain Bennett, of the *Gaines*, thinks the *Tecumseh* sunk 400 or 500 yards from shore; that the rest of the fleet passed 500 or 600 yards from shore. Major St. Paul says they passed so far from shore that the howitzers in the tops of the ships failed to reach the shore with their projectiles.

Respectfully, etc.,

DABNEY H. MAURY,

Major-General, Commanding.

Report of Brigadier-General Page, U. S. Army, regarding the surrender of Fort Morgan.

FORT MORGAN, *August 23, 1864.—12 m.*

GENERAL: I held the fort as long as it was tenable. The parallels of the enemy had reached the glacis, the walls were breached, all the guns save two were disabled. The woodwork of the citadel, being repeatedly fired by the shells of the enemy, endangered the magazines. All my powder was destroyed, every gun effectually spiked and otherwise damaged, and indeed the whole fort (everything that could prove of value to the enemy) is now a mass of débris. I turn this over to their forces at 2 o'clock to-day. The garrison behaved gallantly and gained honor for themselves and country.

Respectfully, etc.,

R. L. PAGE,
Brigadier-General.

Major-General D. H. MAURY, or COMMANDING OFFICER DISTRICT,
Mobile.

[Telegram.]

MOBILE, *August 24, 1864.* (Received 25th.)

Scouts report Fort Morgan ceased firing 6 a. m. yesterday; whole interior in flames. About 1 p. m. heavy explosion took place in fort. No enemy's ships at wharf. Attack of Mobile may commence at once. Need much more and good troops and ammunition. Enemy has retired from Oxford. His advance passed Holly Springs 10 a. m. yesterday. General Taylor expects to cross into this department in a few days. State troops came in slowly; much sickness amongst them.

D. H. MAURY,
Major-General.

General S. COOPER,
Adjutant and Inspector-General.

[Telegram.]

RICHMOND, *August 26, 1864.*

Might not a diversion in favor of Fort Morgan be made by a land force against the enemy's rear? Give me your views and state the force deemed necessary.

BRAXTON BRAGG.

Major-General MAURY.

[Telegram.]

MERIDIAN, *August 27, 1864.*

Sunday, 14th, I commenced arrangements to relieve Fort Morgan by attack on enemy's rear, but superior force came out from Pensacola threatening Blakely.

D. H. MAURY,
Major-General, Commanding.

General B. BRAGG,
Richmond, Va.

Additional report of Brigadier-General Page, C. S. Army, late commanding Fort Morgan.

NEW ORLEANS, LA., August 30, 1864.

GENERAL: The report of the evacuation of Fort Powell and the surrender of Fort Gaines I had the honor of addressing you from Fort Morgan on the 8th instant. It embraced the military operations to that date.

After the reduction of Gaines, I felt confident that the whole naval and land force of the enemy would be brought against Morgan, and was assiduous in preparing my fort for as good a defense as possible. For the state of the work I beg leave to refer you to Chief Engineer Sheliha's letter to headquarters department, of July 9, from which time no material change or addition was made, and further to state that it had been demonstrated by the fire from the enemy that the enceinte of the fort (in which was its main strength) protected the scarp of the main wall only about one-half its height from curvated shot; that it was now in the power of the enemy to open fire from every point of the compass, and consequently none of the casemates without heavy traverses in their front, would be safe; that it was manifest by this concentration of fire my heavy guns could soon be dismounted, and my making a protracted resistance depended on my ability to protect my men from the heavy fire and hold the fort from the flank casemates against an assault. With these views I employed my men day and night, most of the time under fire, in erecting traverses to protect my guns on the main wall as long as possible, to render the casemate selected for the sick and wounded secure, and to provide safe quarters for themselves in their rest from the arduous duties they would have to endure. It was necessary also to put a large traverse at the sally port, which was entirely exposed.

Thus absolutely to prevent the probability of Fort Morgan's being reduced at the first test and onset by the heavy batteries of the enemy, it was necessary for my limited garrison (of some 400 effective) to labor to effect a work equal almost in extent to building a new fort.

On early morning of the 9th the enemy proceeded with monitors and transports, and disembarked troops at Navy Cove, commencing at once their first work of investment by land.

The new redoubt (2,700 yards from the fort), from which the guns had been withdrawn, and the work formerly known as "Battery Bragg," were destroyed as far as possible by burning the woodwork. The buildings around the fort—hospitals, quarters, stables, etc.—were also at the same time fired and cleared away as much as possible.

Two monitors, three sloops-of-war, and several gunboats engaged the fort for two or three hours, the wooden vessels at rather long range, with no material damage apparent on either side. Soon thereafter a flag of truce was reported from the fleet, and communicated to this effect:

SIR: To prevent the unnecessary sacrifice of human life which must follow the opening of our batteries, we demand the unconditional surrender of Fort Morgan and its dependencies. We are, very respectfully, your obedient servants,

D. G. FARRAGUT,
Rear-Admiral.
GORDON GRANGER,
Major-General.

Brigadier-General R. L. PAGE,
Commanding Fort Morgan.

To which my reply said:

SIRS: I am prepared to sacrifice life, and will only surrender when I have no means of defense. I do not understand that while being communicated with under flag of truce the *Tennessee* should be towed within range of my guns.

Respectfully, etc.,

R. L. PAGE,
Brigadier-General, C. S. Army.

D. G. FARRAGUT,
Rear-Admiral,
GORDON GRANGER,
Major-General.

From this time to the 15th, day and night, we were engaged by the fleet, sometimes in a brisk fight of several hours' duration, at other in a desultory firing without any effective damage being done to our fort, save a demonstration of the fact that our brick walls were easily penetrable to the heavy missiles of the enemy, and that a systematic concentrated fire would soon breach them.

On the 15th three of the XV-inch shells striking the right flank face of Bastion No. 4, breached the wall and disabled the howitzers therein.

During this time a pretty continuous fire was kept up on the fort from the Parrott guns in several batteries erected by the enemy, and in the intervals of serving the guns my men were engaged in the work before mentioned, for their protection, in the anticipation of a vigorous bombardment.

The sharpshooters in our front have become very numerous and active, and with these encircling us on the land and the fire delivered from the fleet on the flanks, our guns had to be served with much care and under great difficulty.

The land forces of the enemy completed their first approach (see accompanying sketch) on the 9th and 10th across the peninsula; the second through the 11th and 12th; the third, a bayou near and parallel to Gulf shore, 13th and 14th; their first parallel 500 and 700 yards distant, 15th, 16th, 17th, 18th, 19th; approaches on 20th and 21st to within 200 yards of our glacis.

Such guns as I could use on this force I annoyed them with, especially at night, and to the extent possible retarded their work, though nothing very effective could be accomplished in this way, as their working parties were well concealed in the sand hills, and when our fire was concentrated on any one point they would merely, unseen, remove to some other.

To the morning of the 22d our efforts were with the heavy guns that bore on them to interfere with the investing approaches of the enemy. The topography of our front, however, was to their advantage, and they made a steady advance, covering it somewhat with an irregular fire from the batteries already in position and lining their works already completed with sharpshooters to pick off our gunners.

At daylight the fleet was reported moving up to encircle us, and shortly its batteries (in conjunction with those on land, which numbered thirty-six guns and mortars) opened a furious fire, which came from almost every point of the compass and continued unabated throughout the day, culminating in increased force at sundown, after which the heavy calibers and mortars kept it up during the night.

This fire disabled all the heavy guns save two (which did not bear on the land approach), partially breached the walls in several places,

and cut up the fort to such extent as to make the whole work a mere mass of débris. Their mortar practice was accurate.

Apprehensive from the great effect already had on the walls that my magazines, containing now 80,000 pounds, were in danger in continuation of the bombardment in the night, with great care and under continuous fire I had the powder brought out and flooded.

The guns in the water and lunette batteries, now unserviceable and in jeopardy from the enemy, I ordered spiked and otherwise effectually damaged; and all the guns on the main rampart dismounted by the fire from the enemy were likewise destroyed, as of no further avail in defense. Early in the night the woodwork of the citadel was fired by the mortar shells and burned furiously for some hours, the enemy during the conflagration pouring in his missiles with increased vigor. With great efforts the fire was arrested and prevented extending around near the magazines, which would have been in imminent danger of explosion. In the gallant endeavor to prevent this disaster I would especially mention Privates Murphy, Bumbaugh, and Stevens, First Tennessee Regiment, for great courage and daring displayed.

At daylight on the 23d (all my powder had then been destroyed) the citadel was again set on fire in several places by shells, and had burned until it was consumed.

The report made to me now was that the casemates, which had been rendered as safe as possible for the men, some had been breached, others partially (Captains Johnston, Fisher, and Hughes informed me that another shot on them would bring down the walls of their company quarters), so that a resumption of the severe fire from the enemy would in all likelihood inflict great loss of life, there being no bomb-proof in the fort. The enemy's approach was very near the glacis. My guns and powder had all been destroyed, my means of defense gone; the citadel, nearly the entire quartermaster stores, and a portion of the commissariat burned by the enemy's shells. It was evident the fort could hold out but a few hours longer under a renewed bombardment. The only question was: Hold it for this time, gain the éclat, and sustain the loss of life from the falling of the walls, or save life and capitulate?

I capitulated to the enemy at 2 o'clock p. m., and though they refused to insert it in the terms, there was a full understanding, and I was assured that my sick and wounded should be sent at once to Mobile by a flag of truce. This was not done. Considering the great exposure to which the men were subjected, and the fact that shells frequently burst among them when in the casemates, the casualties were unusually small. I enclose a list.

The garrison in this severe test behaved well, and I would make little distinction.

Captain J. Gallimard, engineer in charge, performed his duties to my satisfaction. To the officers of the First Alabama Battalion Artillery, Major J. T. Gee, commanding, and of Captain Cothran's company, Twenty-first Alabama, I give my thanks for their promptness and alacrity in every duty, and to Colonel Andrew Jackson, commanding First Tennessee, and Captains Johnston and Fisher and their brave companies of that regiment for every efficient service.

To Captain C. H. Smith, A. A. G., and Captain R. T. Thom, A. I. G., for prompt performance of all their duties, I am under obligations, and to my aid-de-camp, Lieutenant J. C. Taylor, I owe much for his

promptness and energy and for his active and gallant assistance throughout the operations.

Very respectfully, your obedient servant,

R. L. PAGE,
Brigadier-General.

Major-General D. H. MAURY,
Commanding, Mobile, Ala.

Report of Commander Harrison, C. S. Navy.

MOBILE, August 9, 1864.

SIR: The enemy steamed in through the main entrance with four monitors and about sixteen heavy vessels of war. The *Tecumseh*, commanded by T. A. M. Craven, was sunk, with nearly all her crew, and also another gunboat, the *Philippi*, which I subsequently burned. The *Richmond*, *Hartford*, and *Brooklyn*, in line of battle, followed by the remainder of the fleet, pushed by Fort Morgan under full headway, where they were encountered by the *Tennessee*, *Morgan*, *Gaines*, and *Selma*. The *Tennessee* and the other vessels steamed in close range of the advancing force and poured a heavy fire into the leading ships. After a desperate engagement between the fleets, the *Gaines* retired to Fort Morgan in a sinking condition; the *Selma*, cut off, surrendered, and the *Morgan* escaped to Fort Morgan. The *Tennessee*, so far uninjured, steamed toward the whole fleet, and after an obstinate fight surrendered, her rudder disabled, her smokestack carried away, and, as we suppose, her crew in an exhausted and smothering condition. On the *Tennessee* Admiral Buchanan was severely wounded by a splinter in the leg, and 2 were killed and several wounded among her crew. On the *Gaines* there were 2 killed and 2 wounded. On the *Morgan* 1 was wounded; and on the *Selma* there were 8 killed, including her executive officer, Lieutenant J. H. Comstock, and 7 were wounded. The enemy suffered severely, and he requested permission to bury his dead.

Respectfully,

C. W. HARRISON,
Commander, C. S. Navy.

Hon. S. R. MALLORY,
Secretary of the Navy.

Letter from Admiral Buchanan, C. S. Navy, to Major-General Maury, C. S. Army, acknowledging note of sympathy.

PENSACOLA HOSPITAL, August 10, 1864.

DEAR GENERAL: Your kind note of sympathy of 7th reached me on the 8th. It is gratifying to military and naval men to hear that their public acts are appreciated by their friends and countrymen. And, as my conscience assures me that I strove to do my duty, I must rest content under my present misfortune. My leg, I am happy to say, has been saved under the judicious treatment of Fleet Surgeon Palmer, U. S. Navy, and Fleet Surgeon Conrad, C. S. Navy, and is doing well.

The kind treatment and attention paid me and those with me by the military and naval authorities here is all we could expect or desire. It would add much to our comfort if we could receive from Mobile our clothes; probably an arrangement could be made with Admiral Farragut to send them in one of the vessels of his fleet, as they are frequently sent here on duty. The enclosed letters to our friends name the articles we wish.

With kind regards to my friends, believe me, very sincerely, your friend,

FRANKLIN BUCHANAN.

I have been obliged to employ an amanuensis, as I can not well get up to use my pen.

F. B.

Major General DABNEY H. MAURY,
Mobile, Ala.

Report of Admiral Buchanan, U. S. Navy, late commanding naval forces in Mobile Bay.

U. S. NAVAL HOSPITAL,
Pensacola, August 25, 1864.

SIR: I have the honor to inform you that the enemy's fleet under Admiral Farragut, consisting of fourteen steamers and four monitors, passed Fort Morgan on the 5th instant, about 6:30 a. m., in the following order and stood into Mobile Bay: The four monitors—*Tecumseh* and *Manhattan*, each carrying two XV-inch guns, the *Winnabago* and *Chickasaw*, each carrying four XI-inch guns—in a single line ahead about a half a mile from the fort; the fourteen steamers—*Brooklyn*, of twenty-six; *Octorara*, ten; *Hartford*, twenty-eight; *Metacomet*, ten; *Richmond*, twenty-four; *Port Royal*, eight; *Lackawanna*, fourteen; *Seminole*, nine; *Monongahela*, twelve; *Kennebec*, five; *Ossipee*, thirteen; *Itasca*, four; *Oneida*, ten; and *Galena*, fourteen guns—in double line ahead, each two lashed together. The side-wheel steamers offshore, all about 4 miles from the monitors, carrying in all 199 guns and 2,700 men. When they were discovered standing into the channel, signal was made to the Mobile squadron under my command, consisting of the wooden gunboats *Morgan* and *Gaines*, each carrying six guns, and the *Selma*, four, to follow my motions in the ram *Tennessee*, of six guns, in all 22 guns and 470 men. All were soon underway and stood toward the enemy in a line abreast. As the *Tennessee* approached the fleet, when opposite the fort, we opened our battery at short range upon the leading ship, the admiral's flagship *Hartford*, and made the attempt to run into her, but owing to her superior speed our attempt was frustrated. We then stood toward the next heavy ship, the *Brooklyn*, with the same view. She also avoided us by her superior speed. During this time the gunboats were also closely engaged with the enemy. All our guns were used to the greatest advantage, and we succeeded in seriously damaging many of the enemy's vessels. The *Selma* and *Gaines*, under Lieutenants Commanding P. U. Murphey and J. W. Bennett, fought gallantly, and I am gratified to hear from officers of the enemy's fleet that their fire was very destructive. The *Gaines* was fought until she was found to be in a sinking condition,

when she was run on shore near Fort Morgan. Lieutenant Commanding Murphey was closely engaged with the *Metacomet*, assisted by the *Morgan*, Commander Harrison, who, during the conflict, deserted him, when, upon the approach of another large steamer, the *Selma* surrendered. I refer you to the report of Lieutenant Commanding Murphey for the particulars of his action. He lost two promising young officers, Lieutenant Comstock and Master's Mate Murray, and a number of his men were killed and wounded, and he was also wounded severely in the wrist. Commander Harrison will no doubt report to the Department his reason for leaving the *Selma* in that contest with the enemy; as the *Morgan* was uninjured his conduct is severely commented on by the officers of the enemy's fleet, much to the injury of that officer and the Navy.

Soon after the gunboats were dispersed by the overwhelming superiority of force, and the enemy's fleet had anchored about 4 miles above Fort Morgan, we stood for them again in the *Tennessee*, and renewed the attack with the hope of sinking some of them with our prow. Again were we foiled by their superior speed in avoiding us. The engagement with the whole fleet soon became general at very close quarters and lasted about an hour, and notwithstanding the serious injury inflicted upon many of their vessels by our guns, we could not sink them. Frequently during the contest we were surrounded by the enemy and all our guns were in action almost at the same moment. Some of their heaviest vessels ran into us under full steam with the view of sinking us. One vessel, the *Monongahela*, had been prepared as a ram and was very formidable; she struck us with great force, injuring us but little. Her prow and stem were knocked off and the vessel so much injured as to make it necessary to dock her. Several of the other vessels of the fleet were found to require extensive repairs. I enclose to you a copy of a drawing of the *Brooklyn*, made by one of her officers after the action, and an officer of the *Hartford* informed me that she was more seriously injured than the *Brooklyn*. I mention these facts to prove that the guns of the *Tennessee* were not idle during this unequal contest. For other details of the action and injuries sustained by the *Tennessee*, I refer you to the report of Commander J. D. Johnston, which has my approval. After I was carried below, unfortunately wounded, I had to be governed by the reports of that valuable officer as to the condition of the ship, and the necessity and time of her surrender, and when he represented to me her utterly hopeless condition to continue the fight with injury to the enemy, and suggested her surrender, I directed him to do the best he could, and when he could no longer damage the enemy, to do so. It affords me much pleasure to state that the officers and men cheerfully fought their guns to the best of their abilities, and gave strong evidence by their promptness in executing orders of their willingness to continue the contest as long as they could stand to their guns, notwithstanding the fatigue they had undergone for several hours, and it was only under the circumstances as presented by Captain Johnston that she was surrendered to the fleet about 10 a. m., as painful as it was to do so. I seriously felt the want of experienced officers during the action. All were young and inexperienced and many had but little familiarity with naval duties, having been appointed from civil life within the year. The reports of Commander

Harrison, of the *Morgan*, and Lieutenant Commanding Bennett, of the *Gaines*, you have no doubt received from those officers.

I enclose the report of Fleet Surgeon D. B. Conrad, to whom I am much indebted for his skill, promptness, and attention to the wounded. By permission of Admiral Farragut, he accompanied the wounded of the *Tennessee* and *Selma* to this hospital and is assisted by Assistant Surgeons Booth and Bowles, of the *Selma* and *Tennessee*, all under charge of Fleet Surgeon Palmer, U. S. Navy, from whom we have received all the attention and consideration we could desire or expect.

The crews and many officers of the *Tennessee* and *Selma* have been sent to New Orleans; Commander J. D. Johnston, Lieutenant Commanding P. U. Murphey, and Lieutenants W. L. Bradford and A. D. Wharton, Second Assistant Engineer J. C. O'Connell, and myself are to be sent North. Master's Mates W. S. Forrest and R. M. Carter, who are with me acting as my aids, not having any midshipmen, are permitted to accompany me; they are valuable young officers, zealous in the discharge of their duties, and both have served in the Army, where they received honorable wounds; their services are valuable to me.

I am happy to inform you that my wound is improving and sincerely hope our exchange will be effected, and that I will soon again be on duty. Enclosed is a list of the officers of the *Tennessee* who were in the action.

I am, respectfully, your obedient servant,

FRANKLIN BUCHANAN,
Admiral.

Hon. S. R. MALLORY,
Secretary of the Navy.

N. B.—September 17. Since writing the above I have seen the report of Admiral Farragut, a portion of which is incorrect. Captain Johnston did not deliver my sword on board the *Hartford*. After the surrender of the *Tennessee*, Captain Giraud, the officer who was sent on board to take charge of her, said to me that he was directed by Admiral Farragut to ask for my sword, which was brought from the cabin and delivered to him by one of my aids.

[Enclosures.]

Killed and wounded of Confederate fleet, in action of August 5, 1864, Mobile Bay.

Tennessee, flagship.—Killed, 2: John Silk, first-class fireman; William Moore, seaman. Wounded, 9: Admiral F. Buchanan, fracture right leg; A. T. Post, pilot, slightly, in head; J. C. O'Connell, second assistant engineer, slightly, in leg and shoulder; William [M.] Rogers, third assistant engineer, slightly, in head and shoulder; James Kelly, boatswain's mate, slightly in knee; Andrew Rossmorsson, quartermaster, slightly, in head; William Daly, seaman, in head; Robert Barry, marine, gunshot wound of ear and head; James McKann, marine, contusion of shoulder.

Selma, P. U. Murphey, lieutenant, commanding.—Killed, 8: J. H. Comstock, lieutenant and executive officer; J. R. Murray, acting master's mate; William Hall, gunner's mate; James Rooney, seaman; James Montgomery, seaman; Barnard Riley, ordinary seaman; J. R. Frisly, landsman; Christopher Shepherd, landsman. Wounded, 7:

P. U. Murphey, lieutenant, commanding, slightly, in wrist; John Villa, seaman, badly, leg and arm; Henry Fratee, landsman, badly, in hand; Daniel Linnehan, seaman, slightly, in arm; John Shick, seaman, slightly, in face; John Davis, fireman, slightly; John Gilliland, seaman, slightly.

Total killed, 10; wounded, 16.

D. B. CONRAD,
Fleet Surgeon, C. S. Navy.

Officers of the ram Tennessee who were in the action.

Admiral F. Buchanan, Commander J. D. Johnston, First Lieutenant and Executive Officer William L. Bradford, Lieutenant A. D. Wharton, Lieutenant E. J. McDermett, Masters H. W. Perrin and J. R. De Mahy, Fleet Surgeon D. B. Conrad, Assistant Surgeon R. C. Bowles, First Lieutenant Marine Corps D. G. Raney, First Assistant Engineer G. D. Lining, Pilot A. T. Post, Second Assistant Engineer J. C. O'Connell, Second Assistant Engineer John Hayes, Boatswain John McCredie, Gunner H. S. Smith, Third Assistant Engineers William [M.] Rogers, Oscar Benson, and William B. Patterson, Master's Mates M. J. Beebe, R. M. Carter, W. S. Forrest, Paymaster's Clerk J. H. Cohen.

Report of Commander Johnston, C. S. Navy, late commanding C. S. ram Tennessee, flagship.

U. S. NAVAL HOSPITAL,
Navy Yard, Pensacola, August 13, 1864.

SIR: I have the honor to submit the following report of the circumstances under which the C. S. ram *Tennessee*, recently under my command as your flagship, was surrendered to the United States fleet commanded by Rear-Admiral Farragut in Mobile Bay:

At 6 a. m., on the 5th instant, the enemy's fleet, consisting of four ironclad monitors and fourteen wooden vessels, were discovered to be standing up the channel into the bay, the former in a single line, nearest to Fort Morgan, and the latter in a double line, each two vessels being lashed together. When they had approached sufficiently near to draw the fire from Fort Morgan, signal was made to follow your motions, and the *Tennessee* was moved down to the middle of the channel, just inside the line of torpedoes stretching across it, from whence she immediately opened her battery upon the advancing fleet. Every effort was made at the same time to ram each of the leading vessels as they entered the bay, but their superior speed enabled them to avoid this mode of attack, the first, with the admiral's flag, passing ahead and all the remainder astern, before the ship could be turned to encounter them.

As she followed the fleet into the bay, the leading monitor, the *Tecumseh*, was discovered to be sinking, and in a few seconds she disappeared, taking down nearly all on board, consisting, as since learned, of 120 souls. The *Tennessee's* battery was used to the greatest advantage as long as the fleet were within range, and when they reached a point about 4 miles from Fort Morgan and were in the act of anchoring she steamed alone up toward them (the other vessels of the squadron

having been dispersed) and attacked them as soon as she was near enough to render her fire effective. The whole fleet were again put in motion to receive her, and she received four heavy shocks by the heaviest vessels running into her at full speed, soon after which I received an order from you in person to steer for Fort Morgan, as it had been reported by the acting chief engineer that the ship was leaking rapidly. At this time it was reported to me that the wheel chains had been carried away, and ordering the relieving tackles to be used, I made a personal examination of the broken chains to ascertain if they could be repaired. This was found to be impossible without sending men outside of the shield to expose themselves several minutes to the fire of the enemy's vessels, by which the after deck (over which the chains lead) was closely watched and constantly swept until the close of the action.

Returning to the pilot house for the purpose of more closely observing the movements of the enemy, I soon received a report that you had been wounded, when I went aft to see you, and while there found that the after port cover had been struck by a shot which instantly killed a man engaged in removing the pivot bolt upon which it revolved, and wounded yourself and one of the gun's crew, the latter mortally. I then learned that the two quarter ports out of which the after gun was intended to be used, had also been so jammed by the fire of the enemy as to render it impracticable to remove them, and that the relieving tackles had been shot away and the tiller unshipped from the rudder head. The smoke pipe, having been completely riddled by shot, was knocked down close to the top of the shield by the concussion of vessels running into the ship. At the same time the monitors were using their XI and XV inch solid shot against the after end of the shield, while the largest of the wooden vessels were pouring in repeated broadsides at the distance of only a few feet, and I regret to say that many favorable opportunities of sinking these vessels were unavoidably lost by the repeated failure of our gun primers. The bow port cover was struck by a heavy shot, as also the cover of the forward port on the port side, and two of the broadside port covers were entirely unshipped by the enemy's shot.

The enemy was not long in perceiving that our steering gear had been entirely disabled, and his monitors and heaviest vessels at once took position on each quarter and astern, from whence they poured in their fire without intermission for a period of nearly half an hour, while we were unable to bring a single gun to bear, as it was impossible to change the position of the vessel, and the steam was rapidly going down as a natural consequence of the loss of the smoke pipe.

Feeling it my duty to inform you of the condition of the vessel, I went to the berth deck for this purpose, and after making my report, I asked if you did not think we had better surrender, to which you replied: "Do the best you can, sir, and when all is done, surrender," or words to that effect. Upon my return to the gun deck I observed one of the heaviest vessels of the enemy in the act of running into us on the port quarter, while the shot were fairly raining upon the after end of the shield, which was now so thoroughly shattered that in a few moments it would have fallen and exposed the gun deck to a raking fire of shell and grape.

Realizing our helpless condition at a glance, and convinced that the ship was now nothing more than a target for the heavy guns of the

enemy, I concluded that no good object could be accomplished by sacrificing the lives of the officers and men in such a one-sided contest, and therefore proceeded to the top of the shield and took down the ensign, which had been seized onto the handle of a gun scraper and stuck up through the grating. While in the act, several shots passed close to me, and when I went below to order the engines to be stopped the firing of the enemy was continued. I then decided, although with an almost bursting heart, to hoist the white flag, and returning again onto the shield, placed it in the same spot where but a few moments before had floated the proud flag for whose honor I would so cheerfully have sacrificed my own life if I could possibly have become the only victim; but at the time it would have been impossible to destroy the ship without the certain loss of many valuable lives, your own among the number.

It is with the most heartfelt satisfaction that I bear testimony to the undaunted gallantry and cheerful alacrity with which the officers and men under my immediate command discharged all their duties, and to the executive officer, Lieutenant Bradford, it is due that I should commend the regular and rapid manner in which the battery was served in every particular.

While a prisoner on board the U. S. S. *Ossipee* and since coming into this hospital, I have learned from personal observation and from other reliable sources of information that the battery of the *Tennessee* inflicted more damage upon the enemy's vessels than that at Fort Morgan, although she was opposed by one hundred and eighty-seven guns of the heaviest caliber, in addition to the twelve XI and XV-inch guns on board the three monitors.

The entire loss of the enemy, most of which is ascribed to the *Tennessee*, amounts to quite 300 in killed and wounded, exclusive of the 100 lost in the *Tecumseh*, making a number nearly as large as the entire force under your command in this unequal conflict.

Fifty-three shot marks were found on the *Tennessee's* shield, three of which had penetrated so far as to cause splinters to fly inboard, and the washers over the ends of the bolts wounded several men.

I am, very respectfully, your obedient servant,

J. D. JOHNSTON,
Commander, Provisional Navy, C. S.

Admiral FRANKLIN BUCHANAN,
Late Commanding Naval Defenses of Alabama.

[Enclosure.]

List of casualties on board the C. S. ram Tennessee in the engagement with the United States fleet in Mobile Bay, August 5, 1864.

List of casualties on board the C. S. ram *Tennessee* in the engagement with the United States fleet in Mobile Bay, August 5, 1864.

Killed.—John Silk, first-class fireman; William Moore, seaman, mortally wounded; since dead.

Wounded.—Admiral F. Buchanan, leg broken; Alvah T. Post, pilot, on head; J. C. O'Connell, second assistant engineer, in leg and shoulder; William Rogers, third assistant engineer, head and shoulder; James Kelly, boatswain's mate, in knee; Andrew Rossmorsson, quarter-

master, in head; William Daly, seaman, in head; Robert Barry, marine, in head; James McKann, marine, in shoulder.

Respectfully, etc.,

J. D. JOHNSTON,
Commander, Provisional Navy, C. S.

The fight in Mobile Bay.

[Extract from Charleston Mercury, August 27, 1864.]

We have been favored by an officer of the Navy with the following letter from the late executive officer of the *Tennessee*, which we publish as the first account of the fight from any person who was on board that ship during the action:

U. S. FRIGATE POTOMAC,
Pensacola Bay, August 12, 1864.

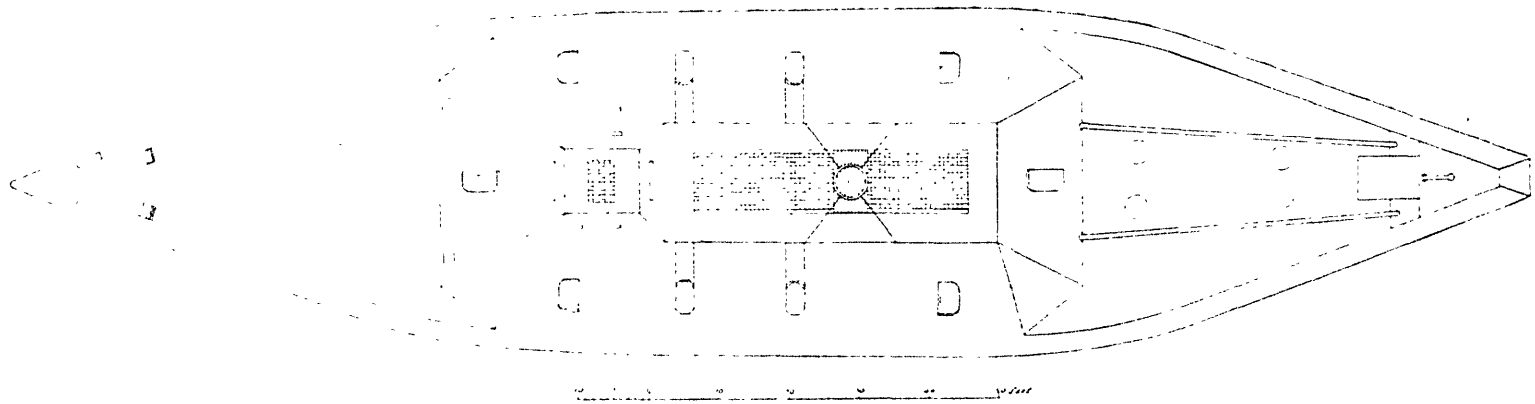
Notwithstanding you must have heard of the loss of our dear old ship and of my becoming a prisoner in the hands of the enemy, I fancy that a short note from me would not be unwelcome, nor be considered superfluous at this time. We were certainly under the heaviest fire that ever a ship received since the war began. Three strong and formidable ironclads, each one of them certainly our equal, and fourteen regular men-of-war were playing on us at the closest possible quarters with IX, XI, and XV inch solid shot and with apparently no intermission from the time we regularly engaged the fleet until the time of surrender, a period of probably an hour.

We met them as they entered the harbor and did our best to "ram" several of the largest vessels, using, of course, our guns at the same time. The Yankees had too much speed for us though, and got by us into the bay, with only the injury done them by our batteries. We then were alone. The *Gaines* was in a sinking condition and was run ashore near Fort Morgan. The *Selma* had surrendered, and the *Morgan* had left us also and was under the guns of the fort. In the face of all this our gallant ship, after running up our colors and the admiral's flag again, which had been shot away as the enemy passed us, stood across the bay, and, singly and unassisted, we engaged the most formidable fleet that the Yankees could get into that harbor. Thus Greek met Greek; "then came the tug of war."

The fire was really terrible. Coupled with that, four of their largest vessels, one of them iron-plated on the stem, ran into us at full speed and in quick succession. The ramming part of the affair did us no harm in the world, however, and their IX-inch solid shot bounded from our sides like ordinary pebbles. The XI-inch hurt us some, and the XV-inch pierced the iron and forced out the wood on the inside, but did not, however, get through. By and by the admiral was wounded and one or two were killed, and about the same time our after port became jammed by a shot and was rendered useless. Next away went our wheel ropes, and the relieving tackles came into play.

We steered in this way for probably half an hour, when they too were shot away, as well as the smokestack, and then we were unable to make steam or to get a single gun to bear upon the enemy.

The fleet saw our condition, and taking advantage of it took up positions astern and on each quarter and were as perfectly safe and as



CONFEDERATE STATES RAM TENNESSEE. DECK PLAN.

clear of our batteries as if they were a hundred miles away. In this state of things nothing could be done to destroy the ship without destroying every soul on board, and the admiral and captain consented (as I think very properly) that they had no right to pursue such a course. All had fought with perfect desperation, and had done their duty like brave and gallant Southern men are expected to do, and were rendered as unhappy as men ever become when at last it was discovered to be impossible to move or steer the vessel, and in consequence a surrender became necessary.

The Yankees have her now, and I, with the captain and Lieutenant Wharton, are on our way to a Northern prison. We shall undergo all that is put upon us with becoming dignity and firmness. I leave here for New York or Boston (I don't know which) in ten days or a fortnight. We are treated very kindly as yet and are as comfortable as we care for. My health is in excellent keeping, and if my mind was easy I should care for nothing. However, a failure in a good cause is better than a triumph in a bad one.

Report of Commander Harrison, C. S. Navy, commanding C. S. S. Morgan.

C. S. S. MORGAN,
Mobile, October 1, 1864.

SIR: I respectfully address you this letter for the purpose of relating the particular part taken by this vessel in the action with the enemy's fleet on the 5th of August last.

The *Morgan*, as you must be aware, was on the extreme right of the Confederate line of battle as the enemy came up the channel from seaward by Fort Morgan, and was thus enabled from her position ahead of him to deliver a very effective broadside raking fire into his leading vessel, which met with little or no response until the head of his column, said to be the *Hartford*, with a double-ender lashed to her western side, had approached to within about 600 yards of us, and having with others in the rear well entered the bay had obliged our line of battle to swing back by its right. The *Hartford* was then enabled to use her bow guns upon us; but as we kept for the most of the time on her starboard bow we could materially injure her, while she could inflict but small damage upon us. Our shells are reported to have several times struck, and one in particular from our forward pivot gun must have been considerably destructive (afterwards confirmed by a New Orleans account) as it struck her bulwarks forward and for a time silenced the gun mounted on her forecastle.

We maintained our excellent position until toward the close of the action with the *Hartford*, when we fell astern to her beam and the *Selma* shot ahead of us. At this time a broadside of missiles were thrown at us, but fortunately the greater part went over, only a few grapeshot striking us.

The enemy's fleet had now accomplished its purpose, being entirely within the bay and running up the "pocket" of deep water known as the "Lower Fleet." The *Tennessee*, owing to her slowness, was some distance astern, following up its rear. The *Gaines* had been disabled and forced out of action, and the course we were pursuing was taking us farther and farther away from the peninsula (which was our only place

of refuge in case of being hard pressed), and thus the chances were continually increasing of our being cut off from all retreat by the enemy's gunboats, which I foresaw would soon be thrown off from the fleet in pursuit; so I sheered off to the starboard, the *Selma* doing the same, and (as I had anticipated) a double-ender, said to be the *Metacomet*, in a few moments after started off from the *Hartford* and soon overhauled and engaged in action with my vessel, while the *Selma*, on our port bow, continued her retreat (unfortunately for her) in a direction to cross the mouth of Bon Secours Bay and reach the eastern shore of Mobile Bay. After a short cannonading between us the *Metacomet* slipped off and steamed rapidly in pursuit of the *Selma*, seeing which and that my vessel would inevitably be cut off and captured by the two other vessels of the enemy now on their way to join in the pursuit if I suffered her to engage in a stern chase, which is always a long one, and knowing, furthermore, that with the coal dust on board, which was my only fuel, I could not possibly make steam enough to overtake two such fast vessels as the *Metacomet* and *Selma*, going off as they were at top speed, I deemed it best to turn the *Morgan's* bow directly in to shallower water, and in doing so we grounded on the long stretch of shoals which extends off from the land a little to the eastward of Navy Cove. We backed off, however, in a few minutes, and the *Selma* having by that time surrendered to the *Metacomet* and the other chasing gunboats having nearly reached them, I directed my vessel's course toward Fort Morgan, on approaching which we discovered a small Federal gunboat aground on the western side of the seaward channel about a mile and a half below the fort. I steamed down toward her and sent a boat with Lieutenant Thomas L. Harrison to burn her, which was accordingly done. She proved to be the *Philippi*, disabled by a shot from the fort and abandoned. Having performed this duty, we returned to the fort and made fast to the wharf.

A short time before proceeding on this affair of the burning, the *Tennessee*, about 4 miles distant from us, after a desperate contest with the enemy, had been compelled, by being disabled (as we afterwards learned), to yield to an overwhelming force, and the *Morgan* was now the only vessel left of our little squadron. I felt exceedingly anxious to save her to the Confederacy by "running the gantlet" up the bay to Mobile, distant about 25 miles; but it seemed so impossible in a noisy, high-pressure steamer, making black smoke, to pass the enemy's fleet unobserved or to elude the vigilance of his gunboats, which were seen after the action to go up the bay, that I gave up the idea at one time as impracticable and made preparations to take to the boats, as the *Gaines* people intended to do when night should come. Upon reconsideration of the matter, however, I determined to make the effort, and having landed three-fourths of my provisions for the use of the garrison and thrown overboard my coal dust for the purpose of picking out all the lumps that could be found, as well as to lighten the vessel, I started at 11 p. m. of a starlight night upon an enterprise which no one on shore or afloat expected to be successful. Not only was this the universal opinion, but all letters and papers from the fort were sent in charge of Lieutenant Commanding Bennett in his boats, which were to go up alongshore, nor would the two or three townspeople who happened to be down there take passage with us, preferring the longer and safer route by land. But fortune favored us, and although hotly pursued and shelled by the enemy's cruisers for a large portion of the way,

we successfully reached the outer obstructions near Mobile at day-break, having been struck but once slightly. We found the "gap" through the obstructions, much to our surprise, closed, and it was not until the afternoon that the gate was pulled sufficiently aside to allow us to enter. In the action down the bay we had the good luck to escape with but small damage. We were struck but six times, and only one of that number did any harm, and that entered the port wheelhouse and passed out of the starboard, destroying some muskets, boarding pikes, and stanchions in its progress over the deck. Only one person was wounded, and he slightly, by a splinter. I owe this exemption from injury and loss, doubtless, in a great measure, to the excellent position I was enabled to keep, generally on the *Hartford's* bow. The casualties, however, seem to have been small in all the vessels save the *Selma*.

The officers and men in their conduct afforded me much satisfaction, particularly as the most of them had never been under fire before, and I am a good deal indebted to my executive officer, Lieutenant Thomas L. Harrison (who had especial charge of the after division of guns, owing to an insufficiency of officers) for his hearty cooperation and assistance.

I have the honor to be, your obedient servant,

GEO. W. HARRISON,
Commander.

Admiral F. BUCHANAN.

P. S.—Besides the two other double-enders mentioned in the foregoing as having left the fleet after the *Metacomet* to join in the chase, there was a gunboat, also, which followed after a while.

It must be understood, with regard to the *Selma*, that she did not discontinue her retreat to engage the *Metacomet*, but that her fighting was done with her after gun, fired over her stern at the approaching vessel, and that she surrendered while the *Metacomet* was yet astern or had just got up.

Very respectfully, etc.,

GEO. W. HARRISON,
Commander.

The naval engagement in Mobile Bay.

[Extract from Charleston Mercury, August 17, 1864.]

A correspondent of the Mobile Advertiser, an "officer of the *Morgan*," gives some interesting particulars of the naval engagement in the bay before that city.

At 6 o'clock on the morning of the 5th the enemy's fleet was observed in line of battle coming slowly over the bar, the monitors, which were already inside, at the same time moving up to a position in line.

As they came up, the ironclads, owing to lack of speed, gradually lost their position ahead and dropped off to the westward, but the wooden ships, the *Richmond* at their head, came on in unbroken line, and preserving the same rate of speed throughout.

At near 7 o'clock the fort opened on them and the *Tennessee*, running down close to the wharf, ran out into the channel to intercept

them, while the *Morgan*, the *Gaines*, and the *Selma*, in the order in which they are named, turned their prows to the westward and spread themselves in an oblique line across the channel for the same purpose.

On came the immense ships of the enemy right past the fort without slacking their speed or disturbing their order of battle, and it was then that we first discovered that each of the large ships had a smaller vessel lashed alongside of her opposite to the fort, and that their sides were protected by chains a la *Kearsarge*.

As the enemy came within range our little squadron opened on them, and the engagement soon became general. The *Tennessee* bestowed her attention on each one as they passed and at last steered right into the middle of them, while the three other vessels devoted themselves to the *Richmond* and *Hartford*, which was the second ship in the line.

It was at this moment, during the process of straightening up in a line parallel to that of the enemy, that the *Selma* shot ahead, leaving us in the center with the *Gaines* on our starboard quarter. Broadside after broadside did we pour into the *Hartford* as we ran along on the starboard bow at a distance of 500 yards, and thick and fast burst the shells around and over us, while showers of grape lashed the water in every direction and embedded themselves in the ship's side, and yet, strange to say, we were not materially injured, and, still more miraculous, there was not a life lost.

Our safety lay principally in the fact of our occupying a position so much ahead of the enemy that he was unable to train his guns upon us, while the *Gaines* received his whole broadside.

After this running fight had been kept up sometime, the *Gaines* was observed to round to and head for the fort, and the *Richmond*, casting off the double-ender which had been lashed alongside of her, the latter passed ahead and came in between us and the *Selma*.

In doing this she detached herself from the rest of the fleet and stood to the eastward so as to completely cut off the *Selma*, seeing which we immediately left the *Hartford* and steered on a course parallel to hers at a short distance, the *Selma* pursuing a like course on the other side of her.

Together I have no doubt we damaged her considerably, and eventually might have sunk her, but unfortunately the *Morgan* ran aground, and the double-ender then gave her whole attention to the *Selma*, and being a very fast vessel she was enabled to choose her own position and raked her opponent fore and aft.

In the meantime one of the enemy's monitors was sunk by a torpedo, and the others attempted to get between the *Tennessee* and the rest of their fleet, and, being much faster than her, they partially succeeded. Of the further movements of the *Tennessee* I can not speak with any certainty, as a severe rainstorm burst over us just after the *Richmond* cast off the double-ender, which entirely concealed the fleet.

When we got afloat, we were about to proceed again to the assistance of the *Selma* when we observed that she had already hauled down her colors. We then steamed down to assist the *Gaines*, but as we approached it was found that she had been beached to prevent her sinking and that her officers and crew were already leaving her.

It was then that we boarded and burned the *Philippi*, and on our return, finding that the *Tennessee* had surrendered, we made fast to the wharf and began lightening the ship in order to attempt the run

to Mobile that night. At 11:30 p. m. we cast off from the wharf, and with all the steam we could muster initiated one of the most desperate adventures of the war.

After running the gantlet of the whole Yankee fleet and being chased and fired at successively by two monitors and two double-enders from Fort Morgan to Dog River Bar, we reached the obstructions in safety, having received but one shot during the chase.

Report of Lieutenant Murphey, C. S. Navy, late commanding C. S. S. *Selma*.

PENSACOLA HOSPITAL, *August 15, 1864.*

SIR: The shattered state of my nervous system produced by the wound I received has prevented my making my report before this.

Between 5 and 6 o'clock on the morning of the 5th instant it was reported to me that a move was made by the fleet outside. I gave the order at once to get up steam, to weigh anchor, and to lash both securely and then to go to breakfast, and if we had time for the crew to clean themselves. The *Selma* was lying to the southward and eastward of the flagship and much nearer the shore. After the anchor was weighed, the steamer dropped down with the tide to the northward and eastward. While the crew were at breakfast, the engagement commenced, and many shots were fired by both sides before I went to quarters, but as soon as the crew were through with their breakfast and the decks were cleared up I went to quarters and stood slowly to the northward and westward under easy steam and nearly parallel with the vessels coming in, and as soon as I passed the stern of the *Tennessee* I opened on the enemy with all my guns and continued to fight all of them for some time, when I perceived the *Metacomet* was towing the *Hartford*, the leading ship, when I gave the order to give her all the steam they could that I might get ahead and on the port side of her. My intention was perceived, and before I could get into the position I wanted the *Metacomet* cast off and gave chase. A constant fire had been kept up all the time, first at one and then at another, as the opportunity offered. Before the *Metacomet* had cast off, my best gunner had been killed by a piece of shell, from the *Hartford*, I think, but several vessels were firing at me at the same time, and in a short while my next best gunner met the same fate. The fight was then with the *Metacomet* (carrying eight IX-inch Dahlgren and two 100-pounder Parrott guns), one of the fastest vessels in their squadron. She tried hard to rake me, which was prevented by good steering. The *Metacomet* being so much faster, soon came quite near, and firing one of her IX-inch guns, killed 6 and wounded 7 men at the same gun, as well as disabling the gun itself. I had only been able to use two of the four guns which composed the battery of the *Selma* for some time, and the crew of No. 1 gun had just been sent aft to assist in working these two.

My first lieutenant, John H. Comstock, and Master's Mate Murray were both killed by the same shot, and I was wounded in the left arm after firing one or two shots more.

I perceived that the *Metacomet* was about to rake me with grape and shrapnel and that the *Port Royal*, of about the same class, was about to open on me also, and as I did not believe that I was justified

in sacrificing more of my men in such an unequal contest, I gave the order, at about half-past 9 o'clock, to haul down the colors. My wound was bleeding fast, and I knew if I left the deck for one moment the vessel might be sunk. I had 8 killed and 7 wounded; my deck was a perfect slaughter pen when I surrendered.

I can not speak too highly of the officers and crew; not the least confusion occurred during the action. The wounded were taken below, and the men returned instantly to their quarters. The powder division was beautifully attended to; every charge and every shell were sent to the different guns without a single mistake. The enemy acknowledged great loss in killed and wounded inflicted on them by the *Selma*.

I am, sir, very respectfully, your obedient servant,

P. U. MURPHEY, C. S. Navy.

Admiral FRANKLIN BUCHANAN, C. S. Navy.

Report of Lieutenant Bennett, C. S. Navy, late commanding C. S. S. *Gaines*.

MOBILE, ALA., August 8, 1864.

SIR: I have the honor to submit a report of the part taken by the *Gaines*, under my command, in the action of the 5th instant, off Fort Morgan, and the circumstances which led to the beaching and abandonment of the ship:

The *Gaines* was cleared for action about 6:20 a. m., and in obedience to signal from the admiral to follow "his motions," waited for him to open upon the advancing enemy, advancing with four monitors in line ahead and fourteen wooden vessels by twos, each large ship having a smaller one lashed to her port side, the whole forming one compact line of battle. As soon as the *Tennessee* delivered fire, the *Gaines*, having placed herself next the admiral, commenced at about 2,000 yards distance with her pivot guns, upon the leading wooden ships, supposed to be the *Hartford* and her consort, at about 6:50, as nearly as I can determine, and continued to deliver a raking fire upon the leading wooden ships until their passage past the fort. She then made one circle to prevent too close action—as she was lying nearly in the track of the advancing fleet—and afterwards steered in nearly parallel lines with the enemy at distances gradually diminishing, until she was within at least 700 yards and engaging with her port guns. The enemy now being clear of the fort, was enabled to direct attention exclusively to our little squadron.

Early in the action a shell exploded near the steering wheel, wounding the two men stationed at it and cutting the wheel rope. The ship was then steered with the relieving tackles until the after wheel ropes could be rove. Shortly after this, it was reported that the forward magazine was filled with smoke and thought to be on fire. This, on examination, luckily proved a mistake. An XI-inch shot had entered the starboard bow, striking the deck above the magazine, had broken it in, and made so much dust that the gunner's mate, serving powder in that magazine, thought it smoke, and believed from the shock and dust that a shell had exploded and fired that part of the ship. He reported accordingly. This occasioned a short delay in the serving of powder to the forward division. The firemen of this division, with

hose and buckets, went promptly to the spot, under the executive officer, and soon discovered the mistake. About this time the ship was subjected to a very heavy concentrated fire from the *Hartford*, *Richmond*, and others at short range as the enemy passed me. Nearly their whole fire seemed for a time to be directed at the *Gaines*. The after magazine was now discovered filling with water. I went below to examine it, and found much water had accumulated in it, and was rapidly increasing. Not being aware of any shot having entered near the water [in] that part of the ship, and being unable to see any damage upon inspection from the side which could have caused such a leak, I directed the executive officer, with the carpenter's mate, to get into a boat and make examination of the counter. He found a shot had broken in the outer planking under the port quarter about the water line, and which, from marks, seemed to have glanced below in the direction of the sternpost. This could not be stopped by reason of the impossibility of getting to it, because of the flare of the counter. As this break could not have caused all the water which flowed into the ship, I am of opinion that it was a shell which had caused the break and had probably exploded below water under the counter and had started the timbers near the sternpost; the ship had received a shock during the engagement which shook her from stem to stern, being much more violent than that of shot passing through. The bilge pumps were immediately worked, but there was no water in the engine room. Finding the magazine rapidly filled, also the afterhold and shell room, with no water in the engine room, I caused the after-bulkhead of the engine room to be knocked down so as to allow the flow of water to the bilge pumps. By this time the stern had settled some and the steering became difficult. Under these circumstances I determined to withdraw from action. The enemy's fleet had now passed.

Finding the ship would sink in a short time, and thinking I might be able to reach the shore, now about two or three miles distant, I withdrew from action and made the best of my way toward the fort, steering the ship principally with the side wheels, which position I reached without embarrassment from the enemy—thanks to an opportune rain squall which shut me from view—and placed her bow upon the beach within 500 yards of Fort Morgan, about 9:30.

I am happy to state there was no confusion or panic under the circumstances of our position, but that every work was done with deliberation and without undue excitement. The ship delivered fire to the enemy at the moment of striking the shore

At the time of beaching the magazine was nearly filled. I had caused all the powder to be removed to the cabin, the shells were removed as rapidly as possible, but not before many of them might become submerged. The usefulness of the ship having been destroyed by the enemy, I devoted myself and crew to the preservation of all valuable matériel, and I landed all the powder, shells, shot, gun equipment, etc., which I gave to the general commanding at Fort Morgan, to whom I thought they might be useful in the expected siege. The crew were then landed with their bags and blankets, muskets, cutlasses, and small-arms ammunition, and the ship abandoned at 12 o'clock, with her battle flags flying, and her stern settled as far as it could—about 2 fathoms. I did not spike the guns, because they could be secured by the fort, and could not to be taken by the enemy.

Having thus left my command, it became necessary to devise a retreat for my crew—they were not necessary to the fort, as I was informed when I offered their services. Already I had secured two boats belonging to the *Tennessee*—left by her at anchor—and with four boats of the *Gaines*—one having been destroyed by shot—I left the fort at 8 o'clock p. m., and reached Mobile at 7 o'clock a. m. on the 6th with 129 officers and men, small arms, etc., and six boats, passed the enemy's fleet without observation, and reported myself and crew to the senior officer for further service. Not a man was lost by straggling, and I brought up the wounded. The dead were buried on the afternoon of the 5th in the fort's burial ground. We had only 2 killed and 3 wounded. The surgeon's report of casualties I herewith enclose.

Whilst running the gantlet up the bay I became apprehensive of capture or of being forced to land and make a march to Mobile. The *Morgan* was being chased by the enemy. As I knew it was her intention to pass near the eastern shore, and could see her approach us, I feared she might lead the enemy upon the boats. Under these circumstances I deemed it prudent to drop the signal book into the sea. I did so.

The officers and crew of the *Gaines* for about ten or fifteen minutes were subjected to a very heavy fire from the enemy at short distance, and I am proud to say stood it with great gallantry; there were two or three exceptional cases only. Without casting censure upon any by my silence, I can not withhold the expression of my thanks to Lieutenant Payne, Passed Assistant Surgeon Iglehart, Second Assistant Engineer Debois, Gunner Offutt, and Paymaster's Clerk Wilson (in charge of the supply of shells to the after division) for their examples of coolness and gallantry under the trying circumstances of this combat against an overwhelming force, and the influence it must have had among the crew, most of whom had never before been in action. Frequent interviews with these officers caused me to regard them with admiration.

The ship received seventeen shots in her hull and smokestack; of these only two can be said to have caused her any distress—that which caused the leak and the cutting of the wheel ropes.

As is usual and proper when a ship is lost, I beg the Department to order a court of enquiry to investigate the causes which led to the abandonment of the *Gaines*.

I am, very respectfully, your obedient servant,

J. W. BENNETT,
Lieutenant, Commanding.

Hon. S. R. MALLORY,
Secretary of the Navy, Richmond, Va.

[Enclosure.]

MOBILE, August 9, 1864.

SIR: I have the honor to submit the following report of casualties on board the C. S. S. *Gaines* during the engagement on the morning of August 5:

Daniel Ahern, quarter gunner, killed by the explosion of a shell, tearing open the abdomen completely across (the intestines escaping through the wound), and fracturing and terribly lacerating the right thigh.

Michael Vincent, seaman, killed by a large splinter, the abdomen being torn across and contents entirely exposed.

W. W. Smith, first quartermaster, and Thomas Woods, seaman, received severe contusions of both thighs and legs by the explosion of a shell whilst standing at the wheel.

Newton Williams, landsman, wounded by a splinter, the extremities of two fingers of the left hand being badly lacerated, but not requiring amputation. Several others received slight scratches, but no treatment was necessary. All are doing well.

Very respectfully, your obedient servant,

O. S. IGLEHART,

Passed Assistant Surgeon, Provisional Navy C. S.

Lieutenant Commanding J. W. BENNETT,
C. S. S. Gaines.

Letter from the Secretary of the Navy to Lieutenant Bennett, C. S. Navy, late commanding C. S. S. Gaines, responding to request for a court of enquiry on the loss of that vessel.

CONFEDERATE STATES OF AMERICA,
Navy Department, Richmond, August 23, 1864.

SIR: Your letter of the 8th instant, reporting the battle of the 5th instant in the bay of Mobile, and the part taken in it by the *Gaines*, under your command, has been received.

Against the overwhelming forces brought to bear upon our little squadron defeat seems to have been inevitable; but the bearing of our officers and men has snatched credit even from defeat; and, mingled with deep regret for the suffering and captivity of the brave old admiral and the loss of our men and ships, is the conviction that the triumph of the enemy leaves the honor of our service untarnished.

The court of enquiry for which you ask is deemed unnecessary. Such a tribunal could but strengthen the public verdict, in which the Department fully concurs, that the loss of your ship resulted from no want of courage, skill, or judgment on the part of yourself, your officers, or crew.

Very respectfully your obedient servant,

S. R. MALLORY,

Secretary.

Lieutenant Commanding J. W. BENNETT,
P. N. C. S., Mobile.

Additional report of Lieutenant Bennett, C. S. Navy, late commanding C. S. S. Gaines, transmitting report of gunner's department.

C. S. S. NASHVILLE,
Mobile, December 23, 1864.

SIR: I have the honor to enclose the report of Gunner Offutt, late of the *Gaines*, setting forth a statement in connection with the injuries received by the *Gaines*, in action off Fort Morgan, and of which I have had no knowledge until communicated to me yesterday in conversation. Of course no mention was made of it in my report to the Department of August 8, 1864. Gunner Offutt states that in addition

to the flooding of the magazine from the break under the port quarter, which was beyond our control, he marked another of similar character on the starboard side, nearly opposite the first, and through which the water entered the magazine in even greater volume. He marks the time as nearly coincident with the cutting away the bulkhead to allow the flow of water to the steam pumps. If this is correct it was after I had turned the ship's head from the enemy to examine damage already received, and if beyond repair to seek shoal water. At no other time could such an injury on the starboard side have been received, except in the early part of the action and before the enemy had well gotten into the bay. The steam pumps worked admirably, and discharged at the rate of 286 gallons per minute, without visible effect, and continued to do so until they had worked off all the steam in the boilers. I feel both mortification and annoyance that this statement of the gunner should reach me at this late period. It should have been reported at the instant. There is no reason of my questioning the veracity of this officer, and if his statement is literally correct there is less difficulty in accounting for the rapid rise of water in the ship. In reviewing such scenes as those through which the *Gaines* passed, it is sometimes difficult to eliminate truth from fiction, and although I require reports in writing from officers commanding divisions, engines, etc., I was principally governed by my own observation and recollection in the report I made the Department. I did not require one from the gunner, because of his circumscribed sphere, and I thought myself perfectly familiar with all that occurred at this station.

Incidentally, I may remark that since the action I have had statements made me of shots striking at various points below the water, but which I have not noticed, since no water is known to have flowed from them, and the time for verification has passed.

I am, very respectfully, your obedient servant,

J. W. BENNETT,
Lieutenant, Commanding.

Hon. S. R. MALLORY,
Secretary of the Navy, Richmond, Va.

[Enclosure.]

C. S. S. NASHVILLE,
Off Mobile, December 23, 1864.

SIR: I deem it my duty to you as my commanding officer of the C. S. S. *Gaines* to make a report of what transpired in the department of which I had charge in the action of the 5th of August, 1864, and in which the *Gaines* took part.

At about 6:30 a. m. all hands were beat to general quarters. I immediately repaired to my station in the after magazine. I had not been there more than ten minutes before the reports of heavy guns, and immediately the demand for ammunition, which was supplied by me very rapidly. Soon after the action commenced, I think not more than thirty minutes, I felt a very severe shock which caused the water to rush rapidly in on the port side, and very soon the magazine became flooded with water. I immediately informed you of the fact. In the meantime I was also engaged in passing the powder from the magazine to the cabin when you arrived at the place of accident and saw how rapidly the water was making headway. The bulkhead had by this

time been knocked down to let the water run forward. All this had no effect, when I experienced another shock, more severe than the first, on the starboard side of quarter-deck, under the counter, directly opposite the one on the port side, and which apparently opened all the planking, as the body of water which rushed in caused me to stagger, it rushed in such force. Both these shocks must have been caused by the explosion of large shells. I succeeded, however, in saving all the ammunition except a few charges, which was ordered by you to be sent on deck and conveyed in small boats to the shore at Fort Morgan, and there placed in the charge of the commanding officer of the fort. When the magazine was abandoned, the water was within a few inches of the cabin floor, having to swim myself through the doorway to get out of the magazine. This is a correct statement of what occurred in my immediate station.

Very respectfully, your obedient servant,

Z. A. OFFUTT,
Gunner, C. S. Navy.

First Lieutenant J. W. BENNETT, C. S. Navy,
Commanding.

P. S.—I will further state the reason why I delayed to make this report to you; it was owing to the following circumstances: On my arrival to the city I was immediately detached from your command and ordered to report to First Lieutenant Commanding Charles C. Simms, C. S. S. *Nashville*, then fitting out in a great hurry, and which required all my attention; feeling confident that the executive officer of the *Gaines* (Lieutenant Payne) had made an official report of all that occurred during the action which caused the destruction of the *Gaines*, and never having had the opportunity of conversing with you before this, you will therefore perceive the cause of my delay.

Respectfully, etc.,

Z. A. OFFUTT, C. S. Navy.

Report of Lieutenant Payne, C. S. Navy, executive officer C. S. S. *Gaines*.

SIR: At 6:30 hove up anchor and beat to quarters. The admiral made general signal to follow his movements. At 6:50 the *Hartford* fired the first gun; the action then became general. At 6:55 we fired our first shot from forward gun (the *Tennessee* having fired one gun). We then engaged the nearest ship with our port battery at about 1,700 yards; when about 1,200 wore ship and fired from starboard battery two rounds; then turned the ship with our head the same as the enemy. At about 7:30 the *Hartford* opened on us with her starboard battery at about 1,000 yards. One XI-inch shot came through the bow and stove in the berth deck above the forward magazine, when the forward magazine was reported on fire. Called away the firemen and got a stream of water to the magazine, when it was found to be a false report. One shell burst near the wheel, wounding both men at the wheel and killed Quarter Gunner Ahern and cut wheel rope and stove binnacle and doing other damage. One shot struck the stern and knocked off cutwater; one shot entered the after gangway and killed M. Vincent, seaman; two struck chief engineer's room, one through each wheelhouse; one XI-inch shell came through the side and lodged

on berth deck, two through smokestack. Just after 8 o'clock a shot or shell struck just abaft the gangway below the water line and a shell struck under the counter 2 feet above the water line and glanced down and burst below the water line, crushing the several planks. The carpenter's mate was put over the side to plug the hole, but found it impossible to do it, as it was too low and the planking shattered. The ship was making water very fast. We continued to fight until the magazine was drowned out. All the powder was taken out and put in the cabin. About 8:30 the ship was settling fast by the stern. The captain sent me down to examine the leak, and found about 4 feet of water in the hold and gaining fast. The captain then ordered her to be run on shore. We headed for Navy Cove, but could not steer the ship, only with the engines. The captain then ordered the pilot to put her on shore as near Fort Morgan as possible. We still fought what guns could be brought to bear on the enemy. She struck the beach about 9 o'clock. We then discovered a vessel off Fort Morgan; opened on her from our pivot gun. The fort was firing at her. They soon abandoned their ship. Captain Bennett then made signal for the *Morgan*. She came within hail. He spoke to her and told Captain Harrison that the enemy had deserted their ship and he could burn her. Captain H. then sent a boat's crew to burn her, which they did. We got all our ammunition out and all gun gear and everything that could be saved of any value. The water was then 2 feet over the cabin floor. We all left her in the boats and took up our quarters in the hospital. We were employed during the day in conveying the ammunition to the railroad and getting ready to leave at dark. We left Fort Morgan at 8 o'clock that evening and arrived in town next morning.

The dead were buried at Fort Morgan by our crew.

We were struck seventeen times and several shells burst over and near, so that the ship was struck often by pieces of shell.

Midshipman Waterman, who fought the broadside guns in my division, was perfectly cool and behaved nobly. My men all behaved well with one exception.

Just before the ship grounded I went over the other side to examine the hole under, and found it could not be stopped.

I remain, sir, most respectfully, etc.,

JOHN A. PAYNE,
Lieutenant and Executive Officer.

Captain BENNETT.

[Endorsement.]

This report bears no date. It was forwarded to me by Lieutenant Payne on the 8th of August.

J. W. BENNETT,
Lieutenant, Commanding.

Report of Lieutenant Lambert, C. S. Navy, of the C. S. S. *Gaines*.

MOBILE, ALA., August 6, 1864.

SIR: I herewith make report of what transpired on board C. S. S. *Gaines* as far as I could see from my position on the quarter-deck.

At 6:20 a. m. the ship got underway and stood toward the enemy's fleet. They approached Fort Morgan lashed three abreast; the monitors leading; next came sloop-of-war *Hartford* (flagship), with ships

lashed on either side of her, the smaller vessels bringing up the rear. They numbered eighteen vessels, all told. The *Tennessee* (flagship), Admiral Buchanan, ranged ahead of us and fired the first gun; the steamer *Gaines* firing the second from her forward pivot gun, the greatest elevation being 2,000 yards. At 6:35 the leading monitor sank off the water battery of the fort. They closed up and passed between the two buoys that marked the main channel to the bay. Up to this time they had not fired a shot at the Confederate squadron. Soon after we ranged up to within 1,000 yards and centered our fire on the *Hartford* and the three-masted vessel immediately in the rear. Soon after the *Morgan* and *Selma* ranged ahead of us on our starboard bows and also opened on the *Hartford*. The whole fleet's fire seemed to be centered on these three ships. At this time the *Tennessee* stood for the enemy's fleet and separated them, pouring in a heavy fire. We soon ranged up within 750 yards of the *Hartford*, the least elevation that the guns of the after division was fired. About fifteen minutes after, the *Selma* and *Morgan* hauled off and stood up the bay and then across in the direction of Navy Cove. At this time all the enemy's guns within range of the steamer *Gaines* were centered on her. M. Vincent, second loader of No. 2 gun, was then killed by a solid shot that struck her rail abaft the dead-eye of the after shroud. We stood the enemy's fire at this range for about twenty-five minutes, when it was reported to me that the ship was making water fast from a shell which had entered her under her counter on the port quarter. I immediately informed my captain (Bennett) of the fact. The *Gaines* hauled off after having 4½ feet of water in her after hold, but still continued to fire from her pivot gun. The last three shots struck the *Hartford's* hull between the fore and main channels. Captain Bennett, finding that he could not save his ship, as the water was gaining rapidly, headed her for the shore about one mile and a half from Fort Morgan and beached her, her stern settling down in two fathoms water.

We lost in killed 2 men (M. Vincent, seaman; D. Ahern, second gunner, both belonging to the after division) and 4 men wounded.

The *Gaines* received seventeen shots through her. One shot cut the dingey in two that was run up to the stern davits. We fired from the pivot gun 22 percussion shell and 8 wrought-iron bolts; from the broadside rifle (32-pounder) 20 percussion shell; from 32-pounder, smoothbore, 8 5-second shell. Midshipman Phillips, commanding broadside guns, served them with good effect.

So far as I could see, the men behaved themselves well and worked their guns well. Gunner Offutt remained in the magazine until all the powder was saved on deck and the water up to the magazine scuttle.

After the ship was beached everything portable was landed that could be got at; also the remaining ammunition, muskets, and cutlasses.

At 12 m. left the ship and landed on the beach, the water at that time being halfway up to her spar deck aft. Officers and crew remained ashore until 8 p. m., when they embarked for Mobile in the captain's gig, *Tennessee's* launch and first cutter, *Gaines'* launch, first cutter and second cutter.

At 8 a. m. August 6 arrived off Mobile; transferred officers and crew to the receiving ship. So ends this report.

Very respectfully, your obedient servant,

E. I. LAMBERT,

Lieutenant, Commanding Third Division, Steamer *Gaines*.

[Endorsement.]

This report is unworthy any confidence.

J. W. BENNETT.

Report of Second Assistant Engineer Debois, U. S. Navy, of the U. S. S. Gaines.

MOBILE, ALA., August 8, 1864.

SIR: In obedience to your orders I herewith send this report of the part taken in action of the 5th of August off Fort Morgan:

The engines, boilers, and auxiliary engines remained intact up to the time the steamer *Gaines* was beached. During the engagement the steamer was struck under port counter by shots from the enemy, and was making water very fast, which soon flooded the after magazine and shell room. Agreeably to your orders I had the bulkhead of shell room alongside starboard entrance cut away to give the water egress into engine room, as it was found that the limbers could not lead it to the steam pumps as fast as they could discharge it, as they were discharging at the rate of 286 gallons per minute and continued at that rate of discharge until the water raised sufficiently high enough to put out the fires, the engineers and firemen remaining at their several stations until ordered on deck. As the vessel sunk so fast it was found impossible to remove any part or parts of the machinery or engine stores in engine room, and until she was beached the more imperative duties of engineers and firemen gave them no time to do so. I can only say that all my orders were carried out and all under my charge acquitted themselves well.

Respectfully,

EDWARD DEBOIS,

Second Assistant Engineer in Charge, U. S. Navy.

First Lieutenant J. W. BENNETT,
Commanding.

Report of Major-General Maury, U. S. Army, transmitting description of the sinking of the U. S. S. Tecumseh, as seen from Fort Morgan.

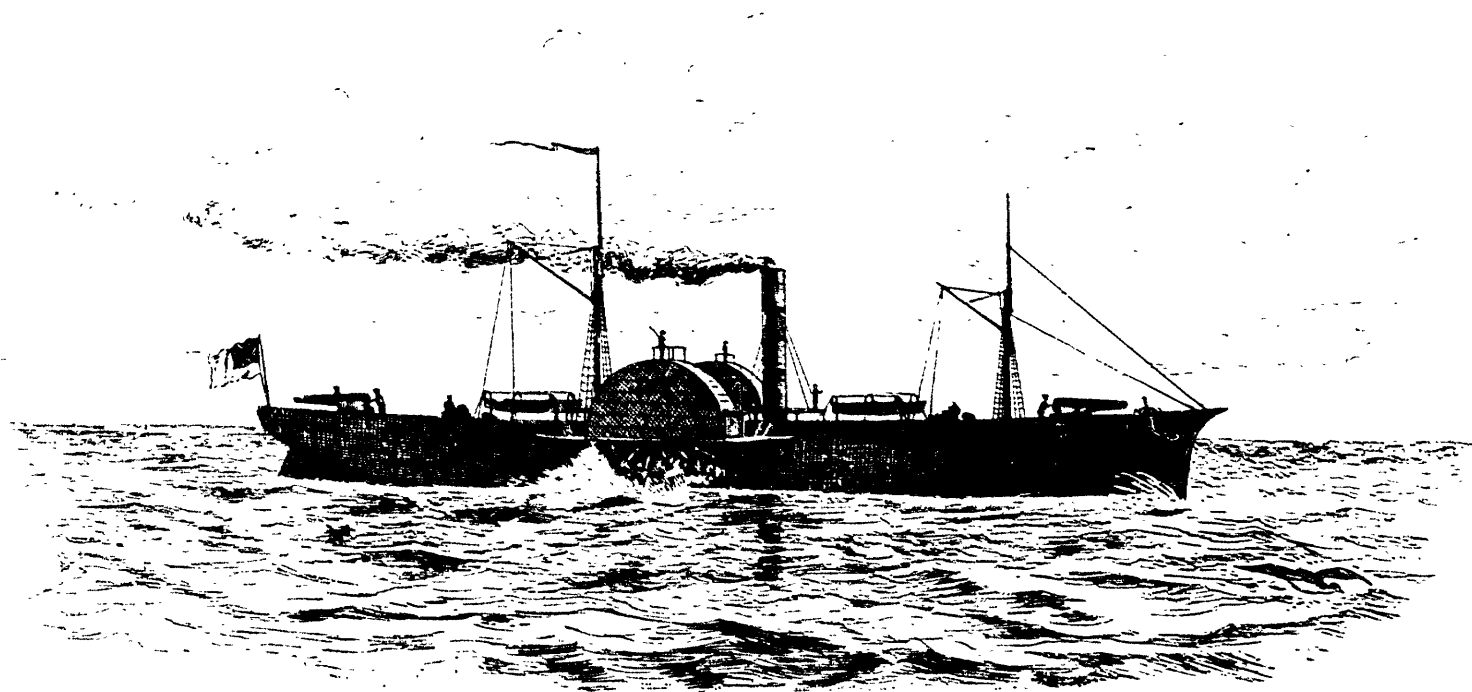
MOBILE, ALA., October 6, 1864.

DEAR SIR: His Excellency the President recently referred to me a report written by Lieutenant Barrett, of the torpedo bureau, relative to the passage of the enemy's fleet between Forts Morgan and Gaines on the 5th of August. From other sources I have learned that Lieutenant Barrett had been misinformed and was mistaken as to some of the facts of his report. The return of Captain Whiting to Mobile enables me to submit to you a report which is entitled to full credit. The writer is one of the most intelligent officers of the late garrison of Fort Morgan. Do me the kindness to call his Excellency's attention particularly to Captain Whiting's statement.

Very respectfully, yours,

DABNEY H. MAURY,
Major-General, Commanding.

Colonel BURTON N. HARRISON,
Private Secretary to his Excellency President Jefferson Davis.



CONFEDERATE STATES STEAMER GAINES.

From picture loaned by Mr. George S. Waterman, formerly midshipman U. S. Navy.

[First endorsement.]

OCTOBER 19, 1864.

Referred to General G. J. Rains for his perusal and remarks. One enclosure.

JEFFN. DAVIS.

[Second endorsement.]

TORPEDO BUREAU,
Richmond, Va., October 21, 1864.

HONORED SIR: The enemy's report published in the New Orleans Picayune, newspaper, of 9th of August, states the fact that the *Tecumseh* was sunk by a torpedo, and that "so rapidly that two acting masters who escaped from the top of the turret stepped off directly into the water." The time of submersion determines whether shot or torpedo sunk the vessel. We have no evidence that her magazine was penetrated. How otherwise could a shot have occasioned her sinking in half a minute? Captain Whiting's statement will be referred to Lieutenant Barrett for further particulars.

Very respectfully,

G. J. RAINS,
Brigadier-General, Superintendent.

His Excellency JEFFERSON DAVIS,
President of the Confederate States.

[Third endorsement.]

OCTOBER 24, 1864.

Secretary of Navy, for perusal and remarks. (See remarks over.)
J. D.

[Fourth endorsement.]

NAVY DEPARTMENT, October 26, 1864.

Respectfully returned to the President.

From my own knowledge of the manner and time in which vessels are sunk by shot, as well as from the circumstances under which the *Tecumseh* went down, I have no doubt she was sunk by a torpedo. Lieutenant Commanding Harrison, in his official report of the action of the 5th of August, says:

One of the rams was blown up just opposite Fort Morgan by a torpedo, as I think, although it may have been done by the fort.

Though this vessel was deep and could not probably have borne 30 inches of additional immersion without going down, the suddenness of her disappearance can not be accounted for upon the supposition that she was struck by shot or shell, and it is not denied that she was over the place where torpedoes had been placed.

S. R. MALLORY,
Secretary of the Navy.

[Fifth endorsement.]

OCTOBER 27, 1864.

Secretary of War, for his information and future reference.

J. D.

[The report of Midshipman George S. Waterman, C. S. Navy, dated August 6, 1864, is on file in the Navy Department.]

[Enclosure.]

MOBILE, ALA.; *October 4, 1864.*

DEAR GENERAL: I have the honor respectfully to state that I was on duty at Fort Morgan when the enemy's fleet entered the bay on the morning of August 5, ultimo, and saw the monitor *Tecumseh* when she went down. I am of the opinion that she sunk before reaching the line of torpedoes. This opinion is entertained by such other of the officers of the fort as witnessed the sinking and by the pilots on lookout duty and privates who had been detailed to assist in planting the torpedoes. I saw distinctly the bottom of the *Tecumseh* and could discover no damage to show it was struck by a torpedo. She was sunk about 500 or 600 yards from the fort. The *Winnebago*, following in her wake, as soon as she discovered the fate of the *Tecumseh*, altered her course more to the westward, and consequently did not come so near our batteries, I should judge not nearer than 800 or 900 yards, and so, with the entire fleet of monitors, passing directly over the line of torpedoes. The wooden ships, lashed two and two, passed from 1,200 to 1,600 and 1,800 yards from the fort and over the line of torpedoes. There was a short space of the channel nearest the fort shore, and under the concentrated fire of all the batteries, marked by a buoy and left open for the use of our fleet. No ship of the enemy, wooden or iron, passed through this gap, however, nor according to my judgment within 300 yards of it, nor do I believe that a wooden vessel could possibly have lived in it, as she would have been subjected to the concentrated fire of about twenty guns, mostly of the heaviest caliber, at a distance of not more than 200 yards.

In presenting you, general, with the above statement, I have endeavored to adhere to actual facts. I have been stationed at the fort for over three years, and claim to be perfectly familiar with the distances of all objects within sight—such as stakes, buoys, etc.

Very respectfully, your obedient servant,

J. W. WHITING,
Captain, First Alabama Battalion Artillery.

Major-General D. H. MAURY.

Report of Brigadier-General Rains, U. S. Army, Superintendent Torpedo Bureau, regarding the sinking of the U. S. S. *Tecumseh*.

TORPEDO BUREAU,
Richmond, Va., October 21, 1864.

HONORED SIR: By one of those strange coincidences, doubtless under the inscrutable eye of Providence, whilst inditing my remarks for the enclosed, my attention was attracted to a letter, unopened, lying on my table from a female, a lady friend in Mobile, Ala., and, as it seems to give the best answer thereto, it is forwarded for your perusal, believing it will give much satisfaction to the writer in learning such disposal. In the enemy's report published in the New Orleans Picayune newspaper, of 9th of August last, the fact is stated by themselves that the *Tecumseh* was sunk by a torpedo, "so rapidly that two acting masters who escaped from the top of the turret stepped off directly into the water;" and is it probable that they would so publish a statement,

without facts to sustain it, calculated to demoralize their Navy in all our ports? A person of the first respectability writes me from Mobile: "The only serious damage done the enemy's fleet passing our forts was done by a torpedo, which sunk one of their monitors." * * *

From my own observation no smoke nor fire became visible from 1,500 pounds of gunpowder exploded at about 30 feet deep under water, though its effects are otherwise decided and immediate. It is no wonder, therefore, that Captain Whiting saw no more than he did.

The time of submersion determines whether shot or torpedoes sunk the vessel. We have no evidence that her magazine was penetrated, and how otherwise could a shot have occasioned her sinking in half a minute?

I have the honor to be, very respectfully, your most obedient servant,

G. J. RAINS,
Brigadier-General, Superintendent.

His Excellency JEFFERSON DAVIS,
President of the Confederate States.

Extract from report of the Secretary of the Navy of the Confederate States, dated November 5, 1864.

On the 5th day of August last a formidable fleet of the enemy, consisting of eighteen ships, including four ironclads, mounting 199 guns and manned by 2,700 men, under Admiral Farragut, crossed the Mobile Bar, when they were vigorously attacked by the forts and by our small squadron under Admiral Buchanan. This force consisted of the steam sloops *Morgan* and *Gaines*, each carrying 6 guns, the *Selma*, 4 guns, and the ironclad ram *Tennessee*, 6 guns; in all, 22 guns and 470 men.

In this action the *Tennessee* and *Selma* were captured and the *Gaines*, in a sinking condition, was run ashore and abandoned, the officers and men escaping to Mobile, where the *Morgan* also arrived in safety. Our loss was 12 killed, 20 wounded, and 243 prisoners. The injury to the enemy's ships is not ascertained, though we know that the ironclad *Tecumseh*, probably struck by a torpedo, went down with 100 men, and that several of his vessels were crippled and seriously damaged. In addition to the crew of the *Tecumseh* the enemy's loss in killed and wounded was about 300.

Naval history records few contests between forces so unequal in ships, guns, and men, and but few in which the weaker party displayed equal heroism. Apart from grave considerations this contest possesses peculiar interest for all who are watchful of the progress of naval affairs, it being the first in which the modern and improved means of naval warfare, offensive and defensive, have been tested.

The enemy's ships, among the finest afloat, were armed with IX, X, XI, and XV inch guns, whose projectiles varied in weight from 84 to 428 pounds. Their broadsides, the heaviest known, were discharged upon the *Tennessee* at distances ranging from 3 to 30 yards, and three of their heaviest ships, fitted as rams, ran into her repeatedly at full speed. The massive strength of the frame and the sloping armor of the ship resisted these assaults, and but one shot reached or

made any impression upon the woodwork of the shield, and this did not go through it.

On the 6th of August, the day after the battle, Admiral Farragut ordered a board of four naval officers to examine and report the condition of the *Tennessee*, and the official report of this board, made on the 13th of August, after detailing the specific injuries sustained by the ship, says "The *Tennessee* is in a state to do good service now."

The resistance offered by inclined iron armor to the heaviest ordnance ever used upon the sea was here fully tested at short ranges, and the result, so far as known, shows the superiority of this arrangement over similar armor upon vertical planes.

Our naval officers, constructors, and engineers will not fail to avail themselves of and to profit by the instruction offered by this engagement, Admiral Buchanan's report of which is annexed.

With great respect, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

Report of the vessels now in progress of construction belonging to the U. S. Navy Department, November 1, 1864.

At Mobile.—The large ironclad side-wheel steamer, built under contract by Messrs. Montgomery & Anderson, has not been completed for want of iron armor. There are also at this place two light-draft, double-propeller ironclad steamers, to mount four guns each, which were built under contract with Messrs. Porter & Watson, on the Tombigbee River; but the iron armor to complete these vessels is not at present available. Their machinery is being provided for at the Columbus Naval Iron Works. On the Tombigbee another large size ironclad is in progress, for which an engine has been provided, but the armor is wanting.

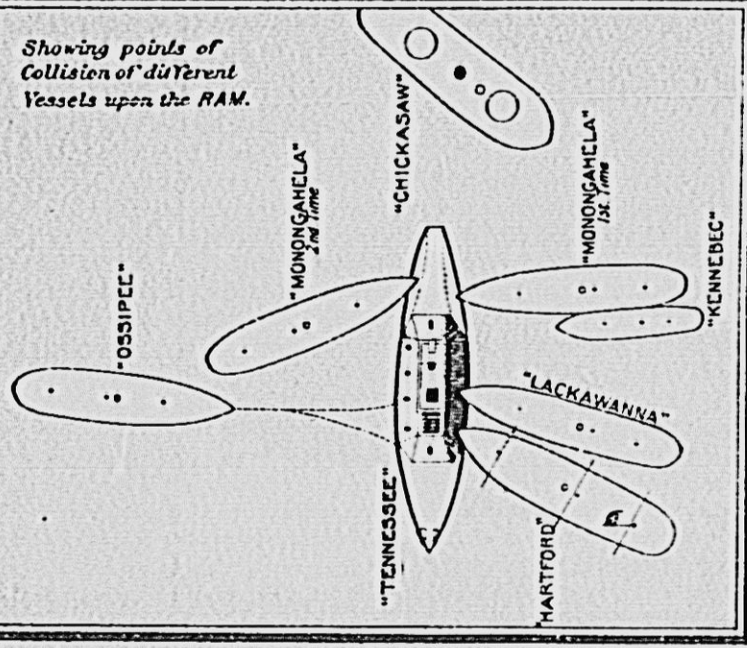
It will be seen that everything has been done to get up an ironclad fleet of vessels which could possibly be done under the circumstances, but in consequence of the loss of our iron and coal regions, with the rolling mill at Atlanta, our supply of iron has been very limited. The mills at Richmond are capable of rolling any quantity, but the material is not on hand, and the amount now necessary to complete vessels already built would be equal to 4,230 tons, as follows:

	Tons.
At Richmond, for two vessels.....	575
At Wilmington, for one vessel, 1-inch plate.....	150
At Charleston, two vessels.....	800
At Savannah, two vessels.....	750
At Columbus, one vessel.....	280
At Mobile, three vessels.....	1,250.
On the Tombigbee, one vessel.....	425
Total.....	4,230

With much respect, your obedient servant,

JOHN L. PORTER,
Chief Constructor, U. S. Navy.

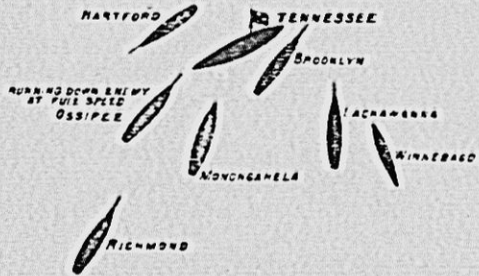
Showing points of
Collision of different
Vessels upon the RAM.



M O B I L E B A Y

SECOND
CONFLICT

DISABLED
ON
GALENA



AT THIS POINT
TENNESSEE SURRENDERED

FORT
GAINES

Gen Granger's
forces

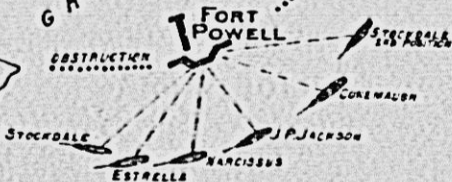
Dauphine
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Pelican
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GRANT'S PASS

FORT
POWELL

Monlouis I.



BATTLE OF MOBILE BAY

August 5th 1864.

Letter from citizens of Mobile, Ala., to Commander Murphey, U. S. Navy, late commanding U. S. S. Selma, requesting an appointment for reception.

MOBILE, ALA., December, 1864.

SIR: It being the desire of the people of Mobile to show their appreciation of your gallant conduct during the famous battle of the 5th of August, in defense of their homes and firesides, this is to inform you that a city band has volunteered its services and that you are requested to appoint a place where this night you can be seen by

MANY CITIZENS.

Commander P. U. MURPHEY.

P. S.—Your answer naming a place will be received if left at the office of the Battle House. We respectfully suggest 9 p. m. as a suitable hour.

Order of Rear-Admiral Farragut, U. S. Navy, to the commandant navy yard, Pensacola, regarding repairs to the U. S. S. Augusta.

U. S. FLAGSHIP HARTFORD,
Mobile, August 4, 1864.

COMMODORE: Enclosed are certain papers referring to the condition of the engine of the U. S. S. *Augusta*, Commander T. G. Corbin.

That vessel does not belong to this squadron, but to rejoin the North Atlantic Blockading Squadron she must be repaired.

You will therefore give the necessary directions, and when ready to proceed to sea you will order the *Augusta* to Hampton Roads.

D. G. FARRAGUT,
Rear-Admiral.

Commodore WM. SMITH,
Commandant Pensacola Navy Yard.

Order of the Secretary of the Navy to the commandant navy yard, Philadelphia, to send the U. S. S. Aster to the West Gulf Blockading Squadron.

NAVY DEPARTMENT, August 8, 1864.

SIR: As soon as the U. S. S. *Aster* is ready for sea, direct her commanding officer to proceed with her carefully to the Gulf, off Mobile, and report to Rear-Admiral D. G. Farragut for duty in the West Gulf Blockading Squadron. Enjoin upon him not to go near Key West, where the yellow fever prevails.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Commodore C. K. STRIBLING,
Commandant Navy Yard, Philadelphia.

Order of the Secretary of the Navy to commandant navy yard, New York, to send the U. S. bark Horace Beals with stores to the West Gulf Blockading Squadron.

NAVY DEPARTMENT, August 8, 1864.

SIR: When the *Horace Beals* is ready, send her with stores to Ship Island, Pensacola, and New Orleans.

The schooner *Henry Janes* has been turned over to the Bureau of Ordnance for ordnance purposes.

Very respectfully,

GIDEON WELLES,
Secretary of Navy.

Rear-Admiral HIRAM PAULDING,
Commandant, Navy Yard, New York.

Letter from the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, regarding the shipment of horses from Canada for blockaded ports.

NAVY DEPARTMENT, August 8, 1864.

SIR: From information communicated to the Government by the U. S. consul-general at Montreal, it appears that a large number of horses have been collected from various parts of Canada and shipped on board a vessel called the *Liberty*. Their destination is given out as Vera Cruz, but it is believed that they are intended for the insurgents, and that an attempt will be made to run them into (quite likely on steamers) some one of the blockaded ports. The *Liberty* is a full-rigged ship of about 1,100 tons, and was to have sailed from Montreal in the latter part of July.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron, New Orleans.

Order of the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, authorizing protection to loyal persons escaping from insurgent States.

NAVY DEPARTMENT, August 9, 1864.

SIR: I transmit herewith a copy of a communication, dated the 14th ultimo, addressed to me by Messrs. Wakeman, Gookin & Dickinson, of New York, in behalf of Captain George Shore, who is anxious to get his wife and three small children from Galveston to New Orleans.

The Department authorizes you to give aid and protection, so far as you can, consistently with other duties and the interests of the service, to all loyal persons who may seek shelter under the flag, and are endeavoring to escape from the insurgent States, whether under flag of truce or otherwise.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron, New Orleans.

Report of Rear-Admiral Farragut, U. S. Navy, of the arrival of four tugs in Mississippi Sound.

No. 340.] FLAGSHIP WESTERN GULF BLOCKADING SQUADRON,
Mobile Bay, August 11, 1864.

SIR: I have the pleasure to report to the Department the arrival in Mississippi Sound on the 5th instant of the tugs *Tritonia*, *Althea*, *Rose*, and *Pink*. They arrived most opportunely.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.
 Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Telegram.]

NEAR ATLANTA, *August 11, 1864.*

If it be as reported that Farragut has taken Mobile City or Blakely, it would help me if he were to send a few of his vessels to demolish old Fort St. Marks and then go up the Apalachicola as far as the depth of water will permit. The old arsenal at the mouth of Flint River is an important post, to be destroyed or even threatened.

W. T. SHERMAN,
Major-General.

Major-General H. W. HALLECK,
Chief of Staff.

Letter from Captain Drayton, U. S. Navy, to Lieutenant-Colonel Watts, C. S. Army, agent for the exchange of prisoners.

FLAGSHIP HARTFORD,
Mobile, August 12, 1864.

SIR: I am desired by Admiral Farragut, who is not on board at present, to say that all prisoners, both Army and Navy, have been sent to New Orleans, with the exception of a few of the wounded, who were transferred immediately to our hospital at Pensacola. General Canby, the commander of the troops in this department, has entered into arrangements for a general exchange of prisoners, and everything appertaining to the matter has been transferred to him.

I am, very respectfully, your obedient servant,

P. DRAYTON,
Fleet Captain.

Lieutenant-Colonel N. G. WATTS,
Confederate States Agent, Mobile.

Letter from Captain Drayton, U. S. Navy, to Major Curell, C. S. Army, regarding the forwarding of articles to Confederate prisoners,

FLAGSHIP HARTFORD,
Mobile, August 12, 1864.

SIR: Whatever articles you may desire to send to the prisoners, either at Pensacola or New Orleans, will be forwarded by us as soon as possible after their receipt, and a vessel will be stationed a few miles above this, for the purpose of communicating with any flag-of-truce boat which may bring them.

Very respectfully, your obedient servant,

P. DRAYTON,
Fleet Captain.

Major J. R. CURELL,
Assistant Agent of Exchange.

Stations of vessels composing the West Gulf Blockading Squadron, August 15, 1864.

No. 347.]

U. S. FLAGSHIP HARTFORD,
Mobile Bay, August 15, 1864.

SIR: I have the honor to report the following disposition of the vessels in this squadron at this date:

East Pass.—Steamer *Bloomer* and sailing vessel *Charlotte*.

Pensacola Bay.—Sailing vessels *Potomac*, *W. G. Anderson*, *Arthur*, *J. C. Kuhn*, *Jasmine*, *Kittatinny*; steamer *Owasco* and tug *Glasgow*, repairing.

Off Mobile Bar.—Steamers *Genesee*, *Sebago*, *Pembina*, *Pinola*, *Tennessee*, *Bienville*, and sailing vessel *M. A. Wood*.

In Mobile Bay.—Steamers *Hartford*, *Brooklyn*, *Richmond*, *Lackawanna*, *Monongahela*, *Oneida*, *Ossipee*, *Galena*, *Seminole*, *Port Royal*, *Itasca*, *Metacomet*, *Kennebec*, and *Octorara*; tinclads *Rodolph* and *Stockdale*; tugs *Cowslip*, *Tritonia*, *Althea*, *Rose*, *Pink*, and *Buckthorn*; monitors *Manhattan*, *Winnebago*, and *Chickasaw*, and captured ram *Tennessee* and gunboat *Selma*.

Mississippi Sound.—Steamers *Conemaugh*, *Estrella*, *J. P. Jackson*.

At Ship Island.—Sailing vessels *Vincennes* and *Bohio*.

Lake Pontchartrain.—Steamer *Commodore* and yacht *Corypheus*.

At New Orleans.—Steamers *Arkansas*, *Virginia*, *Antona*, *A. Dinsmore*, *Hollyhock*, *Ida*; sailing vessels *Portsmouth* and *Fearnot*; and tinclads *Antelope* and *Elk*.

At South West Pass.—Sailing vessels *Pampero* and tinclad *Tallahatchie*.

At Pass à l'Outre.—Tinclad *Meteor*.

Berwick Bay.—Tinclads *Nyanza*, *Glide*, and *Carrabasset*.

At Calcasieu.—Steamers *Cayuga* and *New London*.

At Sabine Pass.—*Pocahontas* and *Arizona*.

At Galveston.—Steamers *Princess Royal*, *Katahdin*, *Aroostook*, *Sciota*, *Kanawha*, *Chocura*, *Cornubia*, and *Penguin*

At Aransas Pass.—Steamer *Kineo*.

At Velasco.—Steamer Penobscot.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from the Secretary of State to the Secretary of the Navy, requesting, by the President's order, the resumption of the blockade of Brownsville, Tex.

DEPARTMENT OF STATE,
Washington, August 15, 1864.

SIR: I have the honor to communicate a copy of an official announcement of the withdrawal of the United States military forces from Brownsville, Tex., and of the resumption of the blockade of that port by a naval force. By the President's direction, I have the honor to request that the blockade may be resumed accordingly, and that the officer commanding the blockading vessels may be directed to transmit information of the date of such resumption, in order that it may be communicated by this Department to the representatives of foreign powers.

I have the honor to be, sir, your obedient servant,

WILLIAM H. SEWARD,
Secretary of State.

HON. GIDEON WELLES,
Secretary of the Navy.

Order of the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, regarding the exchange of prisoners.

NAVY DEPARTMENT, *August 16, 1864.*

SIR: I have received your No. 331 and enclosures, respecting the condition of our naval prisoners in Texas. The release of these prisoners is much desired, and you are authorized to make such exchange for rebel prisoners in your hands or whom you may capture, as you may think proper. It is not advisable to parole any of those you may have captured or may capture so long as our naval prisoners are held in Texas.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron, off Mobile.

Report of Rear-Admiral Farragut, U. S. Navy, regarding the need of thorough repairs to certain vessels.

No. 350.]

U. S. FLAGSHIP HARTFORD,
August 16, 1864.

SIR: I have to report to the Department that it will be necessary for some of our vessels to go into the dockyard and be thoroughly repaired so soon as they can be got out of the bay.

The *Brooklyn*, *Oneida*, and this ship could not be safely sent to sea farther than Pensacola or New Orleans until at least temporarily repaired. Nor do I think that they could be thoroughly repaired in either of those places.

The *Brooklyn* is terribly cut up; half her hanging knees on the starboard side have been cut from under the beams, and this ship's starboard side was so crushed in by the collision with the *Lackawanna* that neither she nor the *Brooklyn* would be safe in a gale. The masts, though much injured by shot, could be fished.

The stems of the *Monongahela* and *Lackawanna* can be repaired in Pensacola.

The principal injury to the *Oneida* is in her boilers, which, I think, can be remedied either at Pensacola or New Orleans.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of Rear-Admiral Farragut, U. S. Navy, to Commander Mullany, U. S. Navy, regarding transfer of command.

U. S. FLAGSHIP HARTFORD,
Mobile Bay, August 16, 1864.

SIR: You are hereby detached from the U. S. S. *Oneida*, and you will resume command of the U. S. S. *Bienville*.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Commander J. R. M. MULLANY,
U. S. S. Oneida.

Order of Rear-Admiral Farragut, U. S. Navy, to Lieutenant-Commander Grafton, U. S. Navy, regarding the transportation from Pensacola of stores for the squadron.

FLAGSHIP HARTFORD,
Mobile, August 16, 1864.

SIR: Send whichever of your vessels most needs to be coaled to Pensacola with orders to take in what she can while there, and also get on board all of the stores which have been required on requisition for the vessels in here. On her return direct the gunboat to come as near

Pelican Pass as possible and make signal, when I will send out a pilot to bring her inside of the pass.

Perhaps the *Sebago* would be the best vessel to send, if she does not draw too much water. Anchor her on the return close to Pelican Pass.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Lieutenant-Commander E. C. GRAFTON,
U. S. S. Genesee, off Mobile Bar.

Order of Rear-Admiral Farragut, U. S. Navy, to Lieutenant Yates, U. S. Navy, commanding U. S. S. Selma, to proceed to Pensacola.

FLAGSHIP HARTFORD,
Mobile Bay, August 16, 1864.

SIR: You will proceed with the *Selma* under your command to Pensacola, fill up with coal, and bring back with you any stores that may be ready for the vessels now in Mobile Bay.

On your arrival at Pensacola you will report to Commodore William Smith, also when ready to return.

Very respectfully,

[D. G. FARRAGUT],
Rear-Admiral.

Lieutenant A. R. YATES,
Commanding U. S. S. Selma, Mobile Bay.

[Telegram.]

HDQRS. MILITARY DIVISION OF THE MISSISSIPPI,
In the field, near Atlanta, Ga., August 17, 1864.

(Received 6 p. m., 18th.)

Your dispatch of yesterday is received.* We must have the Alabama River, and, if I remember the bay, the best river channel is on the Tensas side; but, of course, I must trust to Admiral Farragut and General Canby.

* * * * *

W. T. SHERMAN,
Major-General.

Major-General H. W. HALLECK,
Washington, D. C.

Order of the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, for the resumption of the blockade of Brownsville, Tex., and the Rio Grande.

NAVY DEPARTMENT, *August 18, 1864.*

SIR: The military forces of the United States having been temporarily withdrawn from Brownsville, Tex., you will, as early as practi-

* Probably of August 14, 2 p. m., A. W. R. vol. 39, part 2, page 247.

cable, resume the blockade of that port and the Rio Grande, and inform this Department of the date of the resumption.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. G. FARRAGUT,
Comdg. West. Gulf Blockdg. Squadron, New Orleans.

Order of Rear-Admiral Farragut, U. S. Navy, to Commander Stevens, U. S. Navy, regarding transfer of command.

U. S. FLAGSHIP HARTFORD,
Mobile Bay, August 18, 1864.

SIR: As Commander Mullany has been ordered to return to the *Bienville*, you are hereby detached from the *Winnebago*, and will resume command of your former vessel, the *Oneida*.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Commander T. H. STEVENS,
U. S. S. Winnebago, Mobile Bay.

Letter from Captain Drayton, U. S. Navy, to Commodore Palmer, U. S. Navy, regarding letters from Mobile, received by flag of truce.

FLAGSHIP HARTFORD,
Mobile Bay, August 19, 1864.

COMMODORE: I send a package of letters which were received by flag of truce from Mobile, but which are directed to different parties in New Orleans, not prisoners of war.

I suppose the proper plan would be to send them to the post-office in order that they may be distributed.

Very respectfully, your obedient servant,

P. DRAYTON,
Fleet Captain.

Commodore J. S. PALMER,
Commanding First Division, New Orleans.

Order of Rear-Admiral Farragut, U. S. Navy, to Lieutenant-Commander Je Krafft, U. S. Navy, commanding U. S. S. Conemaugh, regarding duty for that vessel.

FLAGSHIP HARTFORD,
Mobile Bay, August 19, 1864.

SIR: You will distribute among the vessels in the sound all the coal you can spare, after which you will proceed to New Orleans and report to Commodore Palmer for duty. While there, endeavor to have your rudder fixed.

D. G. FARRAGUT,
Rear-Admiral.

Lieutenant-Commander J. C. P. DE KRAFFT,
Commanding U. S. S. Conemaugh, Mississippi Sound.

Order of the Secretary of the Navy to the commandant navy yard, Philadelphia, regarding the U. S. steamers Aster and Moccasin.

NAVY DEPARTMENT, August 20, 1864.

SIR: Your letter of the 19th instant has been received.

Unless the Department should otherwise direct, the *Aster*, as soon as ready, will proceed to the West Gulf Squadron, as previously ordered.

The *Moccasin* will remain for the present as a guard boat off Fort Delaware.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Commodore C. K. STRIBLING,
Commandant Navy Yard, Philadelphia.

Report of Rear-Admiral Farragut, U. S. Navy, of the arrival of ordnance stores at Mobile.

NO. 362.] FLAGSHIP WESTERN GULF BLOCKADING SQUADRON,
Mobile Bay, August 21, 1864.

SIR: I have the honor to report to the Department the arrival to-day off Mobile Bar of the steamer *Queen*, with ordnance stores.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Rear-Admiral Farragut, U. S. Navy, regarding the exchange of prisoners.

NO. 363.] FLAGSHIP HARTFORD,
Mobile Bay, August 22, 1864.

SIR: I have the honor to address the Department on the subject of the exchange of prisoners.

The rebels, I understand, refuse to exchange our Navy officers except for Navy officers, and heretofore we have had few prisoners of theirs in that branch of the service, but by the capture of the rams *Tennessee* and *Selma* several have fallen into our hands whom I propose to send North to be exchanged for those of our officers who have been for nearly a year confined in Richland jail, South Carolina.

The names of the rebel officers now at Pensacola are Commander J. D. Johnston, Lieutenant Commanding Peter U. Murphey, Lieutenant William L. Bradford, and Lieutenant A. D. Wharton.

In addition, we hold three surgeons, viz, Fleet Surgeon D. B. Conrad, Assistant Surgeons R. C. Bowles and E. G. Booth, but I am not advised as to the course pursued by our enemies with this class of officers.

I have also sent to General Canby, at New Orleans, Second Lieutenants W. F. Robinson and E. J. McDermett, of their Navy, and First Lieutenant D. G. Raney, of the Marine Corps, taken on the *Selma* and *Tennessee*; also three masters.

Besides these, there were captured in Fort Gaines three officers of the Marine Corps, viz, Captain J. E. Meire, First Lieutenant J. R. Y. Fendall, and Second Lieutenant John L. Rapier, and in a letter to General Canby I claimed that they should be exchanged for prisoners of our Navy.

Commander Johnston, Lieutenant Commanding Murphey, and Lieutenants Bradford and Wharton, I will send North by one of the supply steamers to await the disposition of the Government.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Letter from Major-General Canby, U. S. Army, to Major-General Granger, U. S. Army, regarding the advisability of a demonstration against the city of Mobile.

HDQRS. MILITARY DIVISION WEST MISSISSIPPI,
New Orleans, La., August 22, 1864.

GENERAL: The movements of Kirby Smith were such that I did not consider it advisable to withdraw any more troops from Morganza until I could make arrangements to replace them. I sent, however, an equivalent in numbers from the First Indiana and Sixth Michigan Heavy Artillery and the Seventy-fourth Colored from Ship Island. The Ninety-seventh Colored (Engineers) has since been sent and two regiments from Morganza go over to-day. In accordance with your suggestions orders have been telegraphed to the Ninety-seventh Colored to go to Fort Macomb, but the steamer may have got beyond reach or may not be able to get in the Chef Menteur Pass. If so, retain or send them back to Fort Macomb, as you may judge best.

Kirby Smith is concentrating his troops, either with a view of forcing the passage of the Mississippi or of attacking Steele. In either case we have no more troops than will be needed. I had counted upon A. J. Smith's force for the line of the Arkansas, but that has gone forward to Sherman. The occupation of Mobile and a demonstration up the Alabama would favor Sherman's operations greatly, and if I can get the force it will be done. I advised the admiral when I was over that I could not materially increase your force, and he concurred with me in the opinion that it would be unwise to make any direct attempt upon Mobile until this could be done. We can still make such demonstrations from the bay and from the Mississippi as will materially aid Sherman.

Very respectfully, your obedient servant,

ED. R. S. CANBY,
Major-General, Commanding.

Major-General GORDON GRANGER,
Commanding U. S. Forces Dauphin Island and Mobile Point.

Report of Major-General Canby, U. S. Army, referring to the possibility of an attack upon the city of Mobile.

HDQRS. MILITARY DIVISION OF WEST MISSISSIPPI,
New Orleans, La., August 22, 1864.

Your dispatch is received. Kirby Smith is concentrating his troops, evidently for the purpose of forcing the passage of the Mississippi or to attack Steele. I have only a reserve of 12,000 men in addition to 5,000 at Mobile. In either case all of the reserve will be needed on the Mississippi or in Arkansas. I had counted upon the force at Memphis to aid Steele if necessary, and hoped to have accomplished all that Sherman now suggests. The consultation with Admiral Farragut, reported in my dispatch of the 17th, was in consequence of being advised by General Washburn that Sherman had ordered A. J. Smith to join him. It is not to be expected that Kirby Smith's army, now reorganized and considerably strengthened, will remain comparatively idle much longer. If any troops can be sent to Memphis, to be in position to reinforce the line of the Arkansas, I can use the greater part or whole of Reynold's force against Mobile.

E. R. S. CANBY,
Major-General, Commanding.

Major-General H. W. HALLECK,
Chief of Staff, Washington, D. C.

Letter from the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, regarding the U. S. S. Yantic.

NAVY DEPARTMENT, August 24, 1864.

SIR: You are informed in answer to your letter of the 18th instant that the *Yantic* has sailed for the West Gulf Blockading Squadron. Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockdg. Squadron, Beaufort, N. C.

Report of Lieutenant-Commander Perkins, U. S. Navy, commanding U. S. S. Chickasaw, making recommendations regarding that vessel.

U. S. IRONCLAD CHICKASAW,
Mobile Bay, August 25, 1864.

SIR: In reply to a communication from the Bureau of Ordnance, I have the honor to state that during the engagements in this bay I have discovered nothing in the service of the guns, magazines, shell rooms, or in the projectiles used which was imperfect.

I recommend, as the deck has been penetrated by a direct shot from an 80-pounder rifle, that over the magazines and shell rooms the deck be strengthened by an additional plating of inch iron, and the tops of the magazines and shell rooms, which are now in direct contact with the deck, be lowered at least 1 foot and made heavier, and that the

magazine and shell room and the engine room be covered on the outside with sheet lead.

Very respectfully, your obedient servant,

G. H. PERKINS,
Lieutenant-Commander.

Rear-Admiral D. G. FARRAGUT,
Comdg. West Gulf Blockading Squadron, Mobile Bay, Ala.

Report of Rear-Admiral Farragut, U. S. Navy, regarding affairs at Mobile.

No. 372.]

FLAGSHIP HARTFORD,
Mobile Bay, August 27, 1864.

SIR: I am now a little embarrassed by my position.

We have taken the forts at the entrance of Mobile Bay, which is all I ever contemplated doing for more reasons than one.

I consider an army of twenty or thirty thousand men necessary to take the city of Mobile and almost as many to hold it.

The double-enders of the gunboats and the Mississippi monitors are the only vessels that can reach the defenses of Mobile. The larger vessels can not approach within 12 or 15 miles of the obstructions.

It is evident that the army has no men to spare for this place beyond those sufficient to keep up an alarm, and thereby make a diversion in favor of General Sherman, say 4,000 men, and most of these are now on Cedar Point, opposite Fort Powell. Now, I dislike to make a show of attack unless I can do something more than make a menace, but so long as I am able I am willing to do the bidding of the Department to the best of my abilities. I fear, however, my health is giving way. I have now been down in this Gulf and the Caribbean Sea nearly five years out of six, with the exception of the short time at home last fall, and the last six months have been a severe drag upon me, and I want rest, if it is to be had.

I do not presume to judge of the propriety of what should be the course of the Government, but I can not believe that Mobile will be anything but a constant trouble and source of anxiety to us if once in our possession, and all the supplies of the rebels will go through it.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Order of Rear-Admiral Farragut, U. S. Navy, to Commander Donaldson, U. S. Navy, commanding U. S. S. Seminole, to proceed to Pensacola.

FLAGSHIP HARTFORD,
Mobile, August 28, 1864.

SIR: You will proceed to Pensacola with the *Seminole*, and on arrival will report to Commodore Smith for coal and the repairs to the engine that may be indispensable.

When you leave your vessel to return North, you will transfer the command to Acting Volunteer Lieutenant Johnstone, to be held until relieved by me.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Commander EDWARD DONALDSON,
U. S. S. Seminole, Mobile Bay.

Order of Rear-Admiral Farragut, U. S. Navy, to Lieutenant-Commander Lull, U. S. Navy, commanding U. S. ram Tennessee.

FLAGSHIP HARTFORD,
Mobile Bay, August 28, 1864.

SIR: As soon as the ram *Tennessee* is prepared for the voyage, you will proceed with her to New Orleans, towed by the *U. S. S. Bienville*.

On arrival, report to Commodore J. S. Palmer, who will give you further instructions.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Lieutenant-Commander E. P. LULL,
U. S. Ram Tennessee, Mobile Bay.

Order of Rear-Admiral Farragut, U. S. Navy, to Commodore Palmer, U. S. Navy, regarding the appraisement of the ram Tennessee.

FLAGSHIP HARTFORD,
Mobile Bay, August 28, 1864.

COMMODORE: I send the late rebel ironclad *Tennessee* to New Orleans in tow of the *Bienville*, where I wish her repaired, but not until she has been appraised.

On the 20th instant I wrote to Mr. Kellogg, the United States district attorney, requesting him to libel the *Tennessee*, the *Selma*, and three lighters, captured in the bay by the fleet.

I have had preliminary surveys made and inventories taken of her ordnance, ordnance stores, stores in the boatswain's, sailmaker's, and master's departments, and of her provisions and small stores, and value affixed to them. It is, however, necessary to have an appraisement made by disinterested parties of the value of the vessel, taking into consideration her hull, armor, armament, ordnance, ordnance stores, etc. An order for such appraisement is enclosed, but I do not know whom to select as members of that board in addition to yourself and Commander Sartori. Fleet Engineer Shock may be interested in the result, otherwise he would be very competent. Can you suggest any proper persons for the purpose and let me have their names by return mail?

I wish you would see the district attorney on the subject, but please report to me before any action is taken.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Commodore J. S. PALMER,
Commanding First Division, New Orleans.

Order of Rear-Admiral Farragut, U. S. Navy, to Lieutenant-Commander Brown, U. S. Navy, commanding U. S. S. Itasca, to proceed to duty on the coast of Texas.

FLAGSHIP HARTFORD,
Mobile Bay, August 29, 1864.

SIR: Proceed with the *Itasca* to Pensacola, coal and provision your vessel, and then leave for Galveston, and on arrival report to Commander M. B. Woolsey or the senior officer present for blockade duty on the coast of Texas.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Lieutenant-Commander G. BROWN,
U. S. S. Itasca, Mobile Bay.

Report of Rear-Admiral Farragut, U. S. Navy, protesting against the appropriation of supplies intended for the West Gulf Blockading Squadron.

No. 376.]

FLAGSHIP HARTFORD,
Mobile Bay, August 29, 1864.

SIR: I desire to call the attention of the Department to another instance of an interference with one of the supply vessels of this squadron on her passage here.

The captain of the *Bermuda* had received orders to stop at Tampa Bay simply to deliver over a draft of men intended for the East Gulf Squadron; but when there he was ordered by the senior officer in command, Commander Shufeldt, to supply his vessels with beef and vegetables, and the *Bermuda* was boarded by boats from those vessels for that purpose.

Aside from this unauthorized appropriation of supplies intended for my squadron and the detention of the vessel, the still greater wrong was done in endangering the safety not only of the officers and men of the *Bermuda*, but of this squadron, by infection from yellow fever, which at that time existed on one or more of the vessels at Tampa Bay.

The *Bermuda* arrived here on the 23d instant, but with such a short supply of beef and vegetables that it was out of my power to send her to the coast of Texas, where the ships are in much need of the latter to avoid scurvy.

May I request the Department to give instructions that under no pretense shall any vessel destined for this squadron be intermeddled with at any of the intermediate points.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Rear-Admiral Farragut, U. S. Navy, transmitting letter from Major-General Canby, U. S. Army, regarding insufficient force for attacking Mobile.

No. 378.]

FLAGSHIP HARTFORD,
Mobile Bay, August 29, 1864.

SIR: I have the honor to forward to the Department a copy of a letter addressed to me from General Canby on the subject of operations against Mobile.

The Department will perceive that he has not the force to spare for the purpose of making any serious demonstration against that city, which is in accordance with the opinion expressed by me in my dispatch of the 27th instant (No. 372).

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

[Enclosure.]

HDQRS. MILITARY DIVISION OF WEST MISSISSIPPI,
New Orleans, La., August 24, 1864.

ADMIRAL: Commodore Palmer has communicated your kind message. It is hardly necessary to assure you that we all feel that the Navy and the Army can have no divided interest in this struggle. Our great object is to perform the work we are appointed to do. The operations in Mobile Bay were essentially naval operations, and the part taken by the Army was simply a cooperation. That it has done its work satisfactorily is sufficient, and the only regret we can feel is that we have not the means at present to press these operations to greater and more brilliant results.

Kirby Smith has completed the reorganization of his army and is now concentrating it above Red River and near the Mississippi. In this he has probably two objects; the first, to force the passage of the river, and the second, to attack the line of the Arkansas. If A. J. Smith's force had remained at Memphis, I could have spared from ten to fifteen thousand men for the operations against Mobile; but I have now only 12,000 men in hand to oppose any operations that Kirby Smith may attempt and I can not safely draw any from the Memphis force. We may still be able to do a good deal in the way of harassing from the bay and from the Mississippi, and whatever I can do, either

directly or in cooperation with you, will be done. Sherman, anticipating that Mobile had been captured, is anxious that a demonstration up the Alabama should be made. This would no doubt bring great results; but I can not spare the troops without exposing both the Mississippi and the line of the Arkansas. I have now 5,000 men east of the Mississippi, but within reach, if Smith's operations should make it necessary to recall them, and it is very possible that I may aid some of your operations that will not require the removal of the troops to too great a distance.

Please advise me freely of your wishes, and be assured that in whatever way I can aid them it shall be done.

Very respectfully, your obedient servant,

ED. R. S. CANBY,
Major-General, Commanding.

Rear-Admiral D. G. FARRAGUT,
Comdg. West Gulf Blkdg. Squadron, Mobile Bay, Ala.

Report of Rear-Admiral Farragut, U. S. Navy, giving casualties resulting from the accidental explosion of a torpedo.

No. 377.]

FLAGSHIP HARTFORD, August 29, 1864.

SIR: I regret to report to the Department the following casualties resulting from the accidental explosion of a torpedo on the 25th instant:

Killed.—Charles E. Milliken, ordinary seaman, of the U. S. S. *Seminole*.

Mortally wounded and since dead.—John Miller, seaman, *Seminole*; Robert G. White, seaman, *Seminole*; George Thompson, seaman, *Seminole*; Isaac Young, ordinary seaman, *Seminole*.

Wounded seriously.—Pilot Martin Freeman, of the *Hartford*; Acting Ensign John White, of the *Metacomet*, face badly cut and his body bruised; H. J. O'Brien, quartermaster of the *Metacomet*, lost his right arm; William Howard, landsman, of *Metacomet*, lost his right arm; James McDonald, seaman, lost an eye, also of the *Metacomet*; Charles White, boatswain, of *Seminole*, leg fractured.

Slightly wounded.—Henry Chester, seaman, *Seminole*; Edward Mann, ordinary seaman, *Seminole*; Thomas Webster, landsman, *Seminole*.

In all, 14, to wit: Killed and mortally wounded, 5; wounded seriously, 6; wounded slightly, 3.

As the Department has been advised, the rebels have planted a great number of torpedoes to guard the channel into Mobile Bay, leaving only that portion clear which is immediately adjacent to Fort Morgan.

After the surrender, I ordered the gradual removal of these obstructions. On the first day five of them were taken up and safely removed to the shore; and of these, four were found to be so injured by immersion as to be perfectly harmless, one only being dry. On the second occasion five more were taken up and towed on shore, but becoming entangled with the ropes, the men having grown careless, collected around, and in pulling and hauling them different ways, caused the explosion which resulted in the killing and wounding of the men above named.

As it is absolutely necessary to free the channel of these torpedoes, I shall continue to remove them, but as every precaution will be used, I do not apprehend any further accident.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Order of Rear-Admiral Farragut, U. S. Navy, to Commander Le Roy, U. S. Navy, commanding U. S. S. Ossipee, to proceed to duty on the Texas coast.

U. S. FLAGSHIP HARTFORD,
Mobile Bay, August 30, 1864.

SIR: You will proceed with the *Ossipee* under your command to Pensacola and report to Commodore William Smith for coal and repairs, after which you will proceed to the Texas coast, off Galveston, and relieve Commander M. B. Woolsey, now in charge of that division of the West Gulf Blockading Squadron, delivering to him the enclosed orders.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Commander W. E. LE ROY,
U. S. S. Ossipee, Mobile Bay.

Order of Rear-Admiral Farragut, U. S. Navy, to Commander Woolsey, U. S. Navy, commanding U. S. S. Princess Royal, to proceed to New Orleans or Pensacola for repairs.

FLAGSHIP HARTFORD,
Mobile Bay, August 30, 1864.

SIR: Commander W. E. Le Roy, of the *Ossipee*, relieves you in the command of the Texas division of the West Gulf Blockading Squadron.

You will proceed in the *Princess Royal* to New Orleans and report to Commodore J. S. Palmer for repairs to your vessel, but if on arriving at Quarantine, you ascertain that fever is prevailing in the city, which may endanger your crew, you will proceed at once to Pensacola, enclosing to Commodore Palmer a copy of these orders.

D. G. FARRAGUT,
Rear-Admiral.

Commander M. B. WOOLSEY,
U. S. S. Princess Royal, off Galveston, Tex.

Letter from Rear-Admiral Farragut, U. S. Navy, to Captain Greene, U. S. Navy, commanding East Gulf Squadron, loaning for temporary service the U. S. S. Galena.

FLAGSHIP HARTFORD,
Mobile Bay, August 30, 1864.

CAPTAIN: I have the honor to acknowledge the receipt of your dispatches* of the 27th instant, and although my blockading squadron off

* See Series 1, vol. 17, pp. 749-751.

Texas is in very much the same category as your own, I will send you the *Galena*, an efficient vessel for such a contingency as you describe.

And I have to request that you will allow her to anchor between Key West and the reef, but not inside of Key West Harbor, until the sanitary condition of that place shall be perfectly restored.

We have plenty of vessels, but they nearly all require and are undergoing repairs.

I thank you for your kind congratulations.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Captain THEODORE P. GREENE, U. S. NAVY,
Commanding East Gulf Blockading Squadron, Key West, Fla.

Order of Rear-Admiral Farragut, U. S. Navy, to Lieutenant-Commander Wells, U. S. Navy, commanding U. S. S. Galena, to proceed for temporary duty in the East Gulf Squadron.

FLAGSHIP HARTFORD,
Mobile, August 30, 1864.

SIR: Proceed to Pensacola and get in coal and provision with as much dispatch as possible. You will then go to Key West and anchor in the outer harbor under Sand Key, reporting your arrival to Captain Theodore P. Greene or the senior officer present, but you will not go up to the town to do so, but arrange the communication by letter or signal.

As your vessel is only sent to Key West for the protection of that place in the absence of the large vessels of the East Gulf Blockading Squadron, on the arrival of any such you will request Captain Greene to send you back to me.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Lieutenant-Commander C. H. WELLS,
U. S. S. Galena, Mobile Bay.

Order of Rear-Admiral Farragut, U. S. Navy, to Lieutenant-Commander Low, U. S. Navy, off Mobile, regarding the transfer of mails by flag of truce.

FLAGSHIP HARTFORD,
August 31, 1864.

SIR: The admiral desires that for the future no letters be received by flags of truce except those strictly for prisoners of war in our hands. We do not wish to carry on a general mail business.

The report came through the pickets last night that the *Chickasaw* had been destroyed by the *Morgan* or a torpedo. What gave rise to it?

I will send you up some more vessels almost immediately; until then keep the *Pinola*, unless it is quite necessary that she should come down at once.

Very respectfully, your obedient servant,

P. DRAYTON,
Fleet Captain.

Lieutenant-Commander W. W. LOW,
U. S. S. Octorara, off Mobile.

Letter from Rear-Admiral Farragut, U. S. Navy, to Major-General Gardner, U. S. Army, referring to communication from Major Curell, Confederate agent for exchange of prisoners.

FLAGSHIP HARTFORD,
Mobile Bay, August 31, 1864.

SIR: I have received a communication from Major Curell referring to James Campbell, now in our hands.

So long as Major Curell confines himself to his legitimate duties he shall receive that courtesy which I have promised for him, but when he takes the liberty of going outside those duties in calling me to account for my captures he may rest assured that this is the last notice which will be taken of his communications.

Campbell's business and profession are no secret to me.

I am, sir, very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

Major-General FRANK GARDNER,
Commanding at Mobile.

Letter from Major-General Canby, U. S. Army, to Rear-Admiral Farragut, U. S. Navy, regarding the withdrawal of forces from Mobile Bay.

HDQRS. MIL. DIV. OF WEST MISSISSIPPI,
New Orleans, La., September 1, 1864.

ADMIRAL: I think that Kirby Smith has abandoned the idea of attempting to cross the Mississippi, and is turning his whole force against the line of the Arkansas. I am sending reinforcements to Steele, and if the demonstration be in earnest he will require all the force that I can send him. This obliges me to withdraw part of the force from Mobile Bay, leaving only what is necessary to secure the forts.

I believe that this will be only temporary, and that within the next thirty days I shall be able to turn against Mobile an army of twenty-five or thirty thousand men.

Very respectfully, your obedient servant.

E. R. S. CANBY,
Major-General.

Rear-Admiral D. G. FARRAGUT,
Comdg. West Gulf Blockdg. Squadron, Mobile Bay, Ala.

Report of Rear-Admiral Farragut, U. S. Navy, regarding the disposition of vessels captured during the battle of Mobile Bay.

No. 380.]

FLAGSHIP HARTFORD,
Mobile Bay, September 1, 1864.

SIR: Since my last communication I have sent the ram *Tennessee* to New Orleans, for several reasons:

First. She was of no use here.

Second. She will be a terror to the disaffected there; and

Third. I wished to disappoint the rebels, who said she would sink in the first gale of wind, and that if she did not the worms would destroy her in a season, none of which dangers are to be apprehended in the Mississippi River.

I have directed the district attorney to libel her, and I shall have her appraised by a competent board, as well as the *Selma* and the wrecks of the *Gaines* and *Ivanhoe* (the blockade runner which was sunk on the beach from the outside). My engineers are of opinion that the machinery of the *Gaines* and *Ivanhoe*, as well as that of the *Philippi*, will be of considerable value. The *Gaines* and *Selma* are both plated with 2-inch iron on the sides and over the machinery.

In addition, we captured four lighters, two with covers for the crews of the ironclads, and two others, which are very valuable for moving guns, coal, etc., 100 tons burden.

I purpose to have the machinery and other articles taken out of the *Gaines* and *Ivanhoe* and to have them appraised by judges.

If the Department wishes any other disposition to be made of any of the vessels above named I shall be pleased to comply.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Rear-Admiral Farragut, U. S. Navy, regarding the temporary transfer of the U. S. S. Galena to the East Gulf Squadron.

No. 381.]

FLAGSHIP HARTFORD, *September 1, 1864.*

SIR: I have the honor to report to the Department that I received a communication, dated the 27th ultimo, from Captain Greene, senior officer at Key West, asking me to send to him, if possible, one of the vessels of my squadron temporarily, as, owing to the late prevalence of yellow fever, nearly all of his ships had been sent North, and he had not one to guard against an attack by some of the rebel privateers now afloat.

I have ordered Lieutenant-Commander Wells, of the *Galena*, to Key West, with directions to anchor in the outer harbor under Sand Key, but to communicate with Key West only by signal or letter, and on the arrival of any large vessel of war to the East Gulf Squadron to return here.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Rear-Admiral Farragut, U. S. Navy, of the arrival of transport steamer Aphrodite with provisions and men for the squadron.

No. 382.] FLAGSHIP WEST GULF BLOCKDG. SQUADRON,
Mobile Bay, September 1, 1864.

SIR: I have the pleasure to report the arrival here on the 27th ultimo of the transport steamer *Aphrodite*, with ice and provisions and a draft of men, under charge of Lieutenant Bunce.

The *Aphrodite* is now at Pensacola, and so soon as she discharges her cargo will return at once to New York.

The Department will please accept my thanks. The ice was particularly welcome, as our supply was exhausted.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Order of the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, regarding the change of names of certain vessels of his squadron.

NAVY DEPARTMENT, September 1, 1864.

SIR: The side-wheel steamer *Tennessee* in your squadron will hereafter be called the *Mobile*, and the *Commodore*, also in your squadron, will be called the *Fort Gaines*.

The name of the supply steamer *Admiral* is changed to *Fort Morgan*.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Rear-Admiral D. G. FARRAGUT,
Comdg. West Gulf Blockading Squadron, Mobile Bar.

Order of Rear-Admiral Farragut, U. S. Navy, to the commandant navy yard, Pensacola, regarding the disposition of captured vessels.

FLAGSHIP HARTFORD,
Mobile, September 3, 1864.

SIR: You will have the small vessels which have been captured at various times and are now in your possession at Pensacola first appraised and then hired out, or disposed of otherwise, as may be, in your opinion, best for the interests of all concerned, in every case, however, taking bonds for their value from responsible persons.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Commodore W. SMITH,
Commandant Navy Yard, Pensacola.

Report of Rear-Admiral Farragut, U. S. Navy, regarding the increase of the blockading force off the coast of Texas.

No. 387.]

FLAGSHIP HARTFORD,
Mobile Bay, September 3, 1864.

SIR: I have the honor to report to the Department that I am now increasing the blockading force off the coast of Texas, the recent operations here enabling me to spare vessels for that purpose.

I have sent the *Ossipee* there, Commander W. E. Le Roy, to relieve Commander M. B. Woolsey, whose ship, the *Princess Royal*, is badly in want of repairs; also the *Itasca*, *Seminole*, and *Tennessee*. The *Bienville* will soon follow.

As the troops have been withdrawn from Brownsville, I have directed a vessel to blockade off the mouth of the Rio Grande.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Order of Rear-Admiral Farragut, U. S. Navy, to Acting Volunteer Lieutenant Pennington, U. S. Navy, commanding U. S. S. J. P. Jackson, referring to the capture of Confederate launch.

FLAGSHIP HARTFORD,
Mobile Bay, September 3, 1864.

SIR: The admiral desires me to say that he is pleased to learn that you have captured the rebel launch which has been causing so much uneasiness about the passes.

As regards the man George Dagerty, the admiral says to send him away from Horn Island and do not let him come back; search his house for arms and put him back into rebeldom or send him to New Orleans, as you think best.

I have directed the *Rose* to get her guns, if possible, from the *Maria Wood*; otherwise I must get them from Pensacola.

Very respectfully, your obedient servant,

P. DRAYTON,
Fleet Captain.

Acting Volunteer Lieutenant L. W. PENNINGTON,
U. S. S. J. P. Jackson, Mississippi Sound.

Letter from Rear-Admiral Farragut, U. S. Navy, to Major-General Gardner, C. S. Army, regarding the parole of certain Confederate officers.

FLAGSHIP HARTFORD,
Mobile Bay, September 3, 1864.

SIR: In consideration of a similar courtesy on the part of General Magruder to one of our medical officers in Texas, Assistant Surgeons Booth and Bowles, taken on the *Tennessee* and *Selma*, are permitted to

return to Mobile upon their parole of honor, copies of which these officers have.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

Major-General FRANK GARDNER,
Commanding at Mobile,

General order No. 15.

FLAGSHIP HARTFORD,
Mobile Bay, September 3, 1864.

Commanding officers of vessels ordered to Pensacola will report their arrival and departure to the commandant of the navy yard and to the senior officer afloat.

D. G. FARRAGUT,
Rear-Admiral.

Order of Rear-Admiral Farragut, U. S. Navy, to Commander Woolsey, U. S. Navy, regarding the transportation of loyal persons to New Orleans.

FLAGSHIP HARTFORD,
Mobile Bay, September 3, 1864.

SIR: The letter addressed to Lieutenant-Commander Jones by Colonel Griffin has been received.

Our gunboats are not to be used as packets or receiving ships for women and children off the coast of Texas, but when there is an opportunity of transporting to New Orleans loyal persons by dispatch steamers you can permit them to go that far. We can send them no farther.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Commander M. B. WOOLSEY,
Commanding Texas Division, off Galveston.

Letter from Rear-Admiral Farragut, U. S. Navy, to the commissioner for exchange of prisoners at New Orleans.

MOBILE BAY, *September 3, 1864.*

SIR: I have received authority from the Navy Department to effect, if possible, exchanges for the officers and men of our Navy now prisoners of war in Texas.

May I ask whether you have as yet taken any steps for this purpose? If not, I will myself open negotiations with General Magruder and effect exchange.

D. G. FARRAGUT,
Rear-Admiral.

Colonel C. C. DWIGHT,
Commissioner for Exchange of Prisoners, New Orleans.

Stations of vessels composing the West Gulf Blockading Squadron.

FLAGSHIP HARTFORD, September 4, 1864.

SIR: I have the honor to report the following disposition of the vessels of this squadron on the 1st instant, viz:

East Pass.—Steamer *Bloomer* and sailing vessel *Charlotte*.

Pensacola Bay (some coaling and repairing).—Steamers *Brooklyn*, *Monongahela*, *Seminole*, *Ossipee*, *Galena*, *Itasca*, *Cayuga*, *Owasco*, *Tennessee*, *Buckthorn*, *Jasmine*, and sailing vessels *Potomac*, *Arthur*, *J. C. Kuhn*, *Kittatinny*, *W. G. Anderson*, *Bohio*.

Mobile Bay.—Steamers *Hartford*, *Richmond*, *Lackawanna*, *Manhattan*, *Chickasaw*, *Winnebago*, *Metacomet*, *Octorara*, *Port Royal*, *Genesee*, *Sebago*, *Kennebec*, *Pembina*, *Pinola*, *Selma*, *Bienville*, *Rodolph*, *Stockdale*; tugs *Cowslip*, *Glasgow*, *Althea*, *Pink*, *Rose*, and sailing vessel *Maria A. Wood*.

Mississippi Sound.—Steamers *J. P. Jackson* and *Narcissus*.

Ship Island.—Sailing vessel *Vincennes*.

Lake Pontchartrain.—Steamers *Commodore* and *Tallahatchie* (tinclad) and yacht *Corypheus*.

New Orleans.—Steamers *Oneida*, *Tennessee* (ironclad ram), *Cone-maugh*, *Estrella*, *Antona*, *Arizona*, *Virginia*, *Meteor* (tinclad), *Elk* (tinclad), and sailing vessels *Portsmouth* and *Fearnot*.

South West Pass.—Sailing vessel *Pampero*.

Pass à l'Outre.—Steamer *Antelope* (tinclad).

Berwick Bay.—Steamer *Nyanza* (tinclad), *Glide* (tinclad), *Carrabasset* (tinclad).

Calcasieu.—Steamer *New London*.

Sabine Pass.—Steamer *Pocahontas*.

Galveston.—Steamers *Princess Royal*, *Katahdin*, *Aroostook*, *Sciota*, *Kanawha*, *Chocura*, *Cornubia*, and *Penguin*.

Aransas Pass.—Steamer *Kineo*.

Velasco.—Steamer *Penobscot*.

The tugs *Hollyhock* and *Ida* run from New Orleans to the mouth of the Mississippi; the steamers *Arkansas* and *Augusta Dinsmore* are used as dispatch vessels between New Orleans and the Texas coast, and the steamer *Tritonia* runs between the fleet at Mobile and New Orleans, by the way of Lakeport.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of Rear-Admiral Farragut, U. S. Navy, to Captain Alden, U. S. Navy, commanding U. S. S. *Brooklyn*, to proceed to Boston for repairs to that vessel.

U. S. FLAGSHIP HARTFORD,
Off Mobile, September 5, 1864.

SIR: When the *Brooklyn* is prepared for the voyage, and the various transfers ordered have been made, proceed with her to Boston and report to the commandant at the navy yard there for repairs.

You will also report by letter to the honorable Secretary of the Navy.
Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Captain JAMES ALDEN,
U. S. S. Brooklyn, Pensacola Bay.

Order of the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, for a special report regarding the defects of ironclads.

NAVY DEPARTMENT, *September 5, 1864.*

SIR: Be pleased to furnish the Department with special reports of defects in any of the ironclad vessels used at Mobile, especially as to the jamming of the turrets and the causes therefor, and all the faults that are apparent in this class of vessels.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron, New Orleans.

Instructions from Rear-Admiral Farragut, U. S. Navy, to Commodore Palmer. U. S. Navy, regarding certain prisoners.

FLAGSHIP HARTFORD,
Mobile Bay, September 5, 1864.

SIR: Wilson was a Fort Gaines prisoner, sent back, I think, by you, owing to his being supposed to know something about torpedoes, which he did not.

The commanding officer of *Tritonia* was desired to inform you of this, which was written on the order to take him to New Orleans. I do not care what you do with him, however.

Cunningham ought to be returned, I think, to prison. He only delivered himself up because he thought it would be to his advantage in some way. He can be exchanged for one of our men in Texas.

Have a survey held on the *Arizona*, and if it is found that she is in the condition you described, I will forward it to the Department, with a recommendation that she be sold. I shall go to Pensacola in a few days, as most of the troops are to be taken away from here.

The men from the *Donegal*, it was intended, should be freed on taking the oath of allegiance, which they did before leaving Pensacola. I do not understand their being in prison; it can only be through a mistake.

Send the *Corypheus* to Pensacola, and I will look into her wants and those of her commanding officer.

What is the case of the acting ensign of the *Antona*, and what is his name? Send me an outline of the charges, witnesses, etc., and I will return them to you properly made out, with a precept. We have no record here.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Commodore JAS. S. PALMER,
Commanding First Division, New Orleans.

Letter from Rear-Admiral Farragut, U. S. Navy, to Major-General Canby, U. S. Army, referring to the withdrawal of forces from Mobile Bay.

FLAGSHIP HARTFORD,
Mobile Bay, September 5, 1864.

GENERAL: I regret that you are likely to be annoyed by Kirby Smith, but, as a matter of course, they will use the same exertions to draw off your forces from Mobile that we were using to draw them from Atlanta.

As my work appears to be at an end for the time, I shall ask a respite from duty, as I have not felt well lately.

I never was in favor of taking Mobile, except for the moral effect, as I believe it would be used by our own people to flood rebeldom with all their supplies. I am confining them pretty strictly to the limits of their city, so far as the bay is concerned.

Wishing you every success,

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Major-General E. R. S. CANBY,
Commanding Division of West Mississippi.

Letter from Brigadier-General Sherman, U. S. Army, to Commodore Palmer, U. S. Navy, requesting the cooperation of a gunboat in Grand River.

HEADQUARTERS DEFENSES OF NEW ORLEANS,
New Orleans, September 5, 1864.

We have reports that the enemy are quite active on the other side of Grand River, such as hauling skiffs, etc., from Bayou Teche to Grand Lake, a large number of oars (1,000) being made by negroes for operations in that quarter. The enemy are occasionally crossing Grand River in considerable parties, some near the head of Lake Verret, others in the vicinity of Lake Natchez and above. What they are at I would like to know. I would respectfully propose, Commodore, that a light-draft gunboat from Brashear go up Grand River as far as the vicinity of Lake Natchez, or certainly as far as Bayou "Go to Hell" (excuse the name), to which points boats drawing five to six feet, I understand, can ascend. If you will do this, I will send, to be in that vicinity at the same time, a cavalry force. By this means I think we will, if not find out exactly what they are at, be the means of destroying or frustrating all their plans and combinations in that quarter. The reason why it is thought a gunboat should go up there is that no reconnoissance by land alone will be effective on account of the great difficulty of roads and practicable traveling, and for the enemy to know that we can explore that country, notwithstanding the difficulties that are patent to all, will be a great point gained.

Very respectfully and truly, your obedient servant,

T. W. SHERMAN,
Brigadier-General, Commanding.

Commodore PALMER,
Commanding Naval Squadron, New Orleans, La.

Letter from Brigadier-General Cameron, U. S. Army, to Acting Volunteer Lieutenant Leonard, U. S. Navy, requesting the cooperation of two gunboats for the La Fourche district.

HEADQUARTERS LA FOURCHE DISTRICT,
Thibodeaux, La., September 5, 1864.

SIR: I am satisfied from information in my possession that the enemy are preparing to make a raid into the La Fourche country toward Paincourtville or Napoleonville and are building boats to cross the bayous for that purpose. I wish you to send a gunboat to the coast in Grand Lake and Lake Fausse Pointe. I also wish you to send a gunboat up Grand River as high as Lake Natchez, and, if possible, in Little Bayou Pigeon, to destroy any boats or pirogues capable of transporting troops.

I am, very respectfully, your obedient servant,
R. A. CAMERON,
Brigadier-General of Volunteers, Commanding District.

[Acting Volunteer] Lieutenant E. LEONARD,
Commanding Fleet off Brashear City, La.

Order of the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, regarding the disposition of Admiral Buchanan, C. S. Navy, General Page, C. S. Army, and other prisoners.

NAVY DEPARTMENT, September 6, 1864.

SIR: In answer to your dispatch respecting the condition of our prisoners in Texas, the Department on the 16th ultimo authorized you to exchange for them any of the rebel prisoners you had captured in Mobile Bay and directed you not to release the latter while the former were detained.

If you have not exchanged or made a proposition for the exchange of Admiral Buchanan, you will send him North by the first convenient opportunity for safer custody. You will likewise send North General R. L. Page, if he is in your custody and is regarded as a naval prisoner.

Any of the remaining officers and seamen can be exchanged for our naval officers and seamen in Texas. If this exchange can not be effected, send all of them North. We propose sending some of the rebel officers now at Fort Warren to Charleston, as there is a prospect of exchanging them for ours confined there. Should exchanges be thus renewed, we shall need all of the officers and men of the rebel service we now hold as our prisoners, as our prisoners in rebel hands—that is, naval prisoners—are in excess of theirs in our hands.

Our Navy officers and seamen in Texas have been imprisoned for a long time, at least many of them have, and have doubtless suffered much. Their exchange is therefore an object much desired, and their cases are deserving attention.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron, Mobile Bay.

Letter from Major-General Canby, U. S. Army, to the Adjutant-General of the Army, regarding exchange of naval prisoners in Texas.

HEADQUARTERS MILITARY DIVISION WEST MISSISSIPPI,
New Orleans, La., August 31, 1864.

SIR: I have the honor to state in reference to the communication of the Secretary of the Navy of the 9th instant, in relation to naval prisoners of war in Texas, that the rebel agents heretofore refused to exchange these prisoners on the ground of instructions from the authorities at Richmond forbidding such exchange, except for prisoners belonging to the rebel Navy. Admiral Farragut has recently turned over to me the naval prisoners captured by him in Mobile Bay, and the proposition for exchange has been renewed.

Very respectfully, sir, your obedient servant,
ED. R. S. CANBY,
Major-General, Commanding.

ADJUTANT-GENERAL OF THE ARMY,
Washington, D. C.

Report of Rear-Admiral Farragut, U. S. Navy, forwarding Mobile newspapers.

No. 395.]

FLAGSHIP HARTFORD,
Mobile Bay, September 7, 1864.

SIR: I send you by the mail of to-day the Mobile newspapers which announce the fall of Atlanta on the 1st instant and the falling back of the rebel army toward Macon.

General Canby has withdrawn all his forces from this bay except a garrison for each of the forts.

Very respectfully, your obedient servant,
D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Letter from Rear-Admiral Farragut, U. S. Navy, to Brigadier-General Asboth, U. S. Army, requesting the return of naval gun in service at Fort Pickens.

FLAGSHIP HARTFORD,
Mobile Bay, September 7, 1864.

GENERAL: As there appears now to be no pressing necessity for strengthening the armament of Fort Pickens, and as the *Owasco*, now at Pensacola, needs an XI-inch gun, I will have to call upon you for one of the four now at Fort Pickens. Commodore Smith will communicate with you on the subject.

It is probable, general, that I may have use for the others in a short time.

Very respectfully, your obedient servant,
D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

Brigadier-General ASBOTH,
Commanding Forces in West Florida, Headquarters Barrancas.

Letter from Major-General Hurlbut, U. S. Army, to Captain Drayton, U. S. Navy, requesting attendance upon council of war.

STEAMER LAURA, *September 8, 1864.*

CAPTAIN: Your personal attendance as a witness is requested before the council of war on this boat.

Your obedient servant,

S. A. HURLBUT,
Major-General and President Council.

Captain PERCIVAL DRAYTON, U. S. Navy.

Report of Rear-Admiral Farragut, U. S. Navy, regarding orders issued to the U. S. S. Brooklyn for repairs at Boston.

No. 399.] FLAGSHIP HARTFORD, *September 8, 1864.*

SIR: In a previous dispatch I reported to the Department the *Brooklyn* had been much injured in the engagement of the 5th of August and that I had sent her to Pensacola for repairs.

I find, however, that it will not be in our power to do anything further for her without taxing too far the resources of the Pensacola yard, and I have therefore ordered Captain Alden to proceed to Boston, where, according to the latest accounts, there was but one ship undergoing repairs.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Combined expeditions to Bon Secours and Fish rivers, Mobile Bay, September 3-11, 1864.

Report of Rear-Admiral Farragut, U. S. Navy, transmitting report of destruction of salt works in Bon Secours River.

No. 405.] FLAGSHIP HARTFORD,
Mobile Bay, Ala., September 21, 1864.

SIR: I have the honor to forward to the Department the report of Acting Volunteer Lieutenant George Wiggin, giving an account of the destruction of extensive salt works on Bon Secours Bay, and a rough sketch showing their position on both sides of Bon Secours River.

There were 55 furnaces, in which were manufactured nearly 2,000 bushels of salt per day, and their destruction must necessarily seriously inconvenience the rebels.

Acting Volunteer Lieutenant Wiggin has carried out my orders thoroughly.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

First report of Acting Volunteer Lieutenant Wiggin, U. S. Navy, commanding naval force.

U. S. S. TRITONIA,
Mobile Bay, September 10, 1864.

SIR: I have the honor to report that in obedience to your orders I left the anchorage off Fort Morgan on Thursday morning, September 8, at 7 o'clock a. m., accompanied by the U. S. steamers *Rodolph* and *Stockdale*, also an army transport. We arrived off Bon Secours Bar at 10 a. m. I anchored this vessel and went on board the *Rodolph* with the pilot and proceeded in over the bar, followed by the *Stockdale*. 10:30, came to anchor off Salt House Point in 12 feet of water, one mile above the bar.

I immediately sent on shore an armed boat's crew from each vessel, and, accompanied by Captains [G. D.] Upham and [Thomas] Edwards, proceeded to examine the salt works. We found 55 furnaces, averaging 18 pans or pots each, making a total of near 1,000, and capable of making 2 bushels of salt to a pan per day. We commenced the destruction of them by breaking the pans and furnaces and cutting the pumps, tearing the brickwork, etc. We did not finish breaking them until near 5 o'clock yesterday evening, when we set all the sheds covering the works and also the quarters attached on fire, some 200 buildings altogether. The destruction was complete. I found some of the works well built and very strong, particularly one known as the Memphis Works, said to have cost \$60,000; this one we were obliged to blow up before we could get at the pans. Another work, which was very strong and well built, said to have cost \$50,000. These works were the largest, having 28 pans each. The whole works covered an area of a square mile. I learned from the inhabitants that they averaged some 2,000 bushels of salt per day. There are about ten families living on the bay and rivers; they seem well disposed and glad to see us. The entrance is shallow; 4 feet of water can be carried in at low water. We saw no troops or heard of them nearer than 20 miles. I learned that everything had been destroyed in the vicinity of Fish River. I regret very much to report that Mr. Trundy, acting master's mate, accidentally shot himself through the right hand by his own revolver going off in his belt; he will lose a finger.

I am, sir, very respectfully,

GEORGE WIGGIN,
Acting Volunteer Lieutenant, Commanding.

D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron.

Report of Rear-Admiral Farragut, U. S. Navy, regarding expedition to Fish River, transmitting additional reports.

No. 410.]

FLAGSHIP HARTFORD,
Mobile Bay, September 13, 1864.

SIR: I had the honor in a previous dispatch, No. 405, to report to the Department the results of an expedition under Acting Volunteer Lieutenant George Wiggin, of the *Tritonia*, for the destruction of extensive salt works in Bon Secours Bay.

On the night of the 10th instant I again dispatched this same officer to Fish River for the purpose of getting possession of an engine used in a sawmill on this stream, as well as to assist the army in procuring lumber at this place.

The tinclads *Stockdale* and *Rodolph* were, as before, the vessels employed in the expedition, being the only steamers which, from their light draft, could be used for such purpose. An army transport, called the *Planter*, with a barge in tow containing some two hundred soldiers, formed part of the force.

On the morning of the 11th the vessels crossed Fish River Bar and proceeded up the river, which is represented as being very narrow and crooked, to Smith's mill. The engine had been taken from the mill and buried, but it was after some difficulty dug out and, with the exception of the fly wheel and bedplate, removed safely. The army succeeded in obtaining about 60,000 feet of lumber and some live stock.

On their return our vessels were attacked from Peter's Bluff, at one of the sharp bends of the river, by sixty or seventy rebels, armed with rifles, who had also felled several large trees across the stream. The fire was returned from our howitzers, and the *Rodolph*, in advance, broke through the obstructions and all the other vessels followed in safety. The only casualties were the slightly wounding of 1 officer and 2 men on the *Stockdale*. The smokestacks of that vessel were knocked over, and a boat of the *Tritonia* was lost by being jammed between that vessel and the bank.

The manner in which the expedition was carried out reflects credit on the officers engaged in it. I herewith forward (marked Nos. 1, 2, and 3) the reports of Acting Volunteer Lieutenant Wiggin, Acting Volunteer Lieutenant Upham, and Acting Master Bennis, together with a sketch of the localities (No. 4).

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

Second report of Acting Volunteer Lieutenant Wiggin, U. S. Navy, commanding naval force.

U. S. S. TRITONIA,

Mobile Bay, September 12, 1864.

SIR: I have the honor to report that in obedience to orders I got underway at 11:30, on Saturday night, September 10, to look for the army transport *Planter*, but found that she had gone.

I steamed up and signaled to the *Rodolph* and *Stockdale* to get underway and follow.

We arrived off Fish River and came to anchor at 3 o'clock a. m. At 6 o'clock saw the army transport near Grant's Pass, on the opposite side of the bay; 8:30 a. m. she stopped alongside and reported that she had lost her way.

I went on board the *Stockdale* with armed boat, accompanied by two officers and a pilot. I got underway and steamed in at once over the bar, the *Rodolph* following. At 9:30 a. m. entered the river,

which we found narrow and crooked, but very deep; some of the turns were so short that we had to use lines to swing the boats. We found 60,000 feet of lumber and some stock, which the army took on board of the barge; we also found the engine, which we brought off, with the exception of the fly wheel and bedplate.

The army transports did not get ready to leave until near dark, the *Rodolph* taking the lead, the transports next, and I brought up the rear in the *Stockdale*. When about three-fourths of a mile and in a short bend, just as we fouled the bank, we were attacked by the enemy. We immediately returned the fire, with canister, shrapnel, and musketry. In getting clear we swept our smokestacks down and also our flagstaff and derricks, etc. Here I lost my boat, with 5 muskets and equipments, by being jammed between the steamer and the bank. It was very dark on the river, and about as much as Mr. Robert Moore, the pilot, and myself could do to keep the boat out of the woods. For details, please see Captains Upham's and Bennis's reports.

I learned from a refugee this morning that the rebels were under the command of Colonel Maury in person.

We got clear of the bank and steamed down to the mouth of the river, shelling the bank as we came along. Nine o'clock a. m. we came to anchor in Weeks Bay, without further accident. At 5 a. m. this morning we got underway and crossed over the flats and out into Mobile Bay, bringing 5 feet of water all the way.

The officers and men of the *Stockdale* all behaved well, as also did my boat's crew, in charge of Mr. Iaschke, acting master's mate, who worked a howitzer and superintended the powder division. Mr. Horne, acting third assistant engineer, belonging to this vessel, did take a very active part in the affair, and deserves much credit for coolness and the good example that he set the others.

I am, sir, very respectfully, your obedient servant,

GEORGE WIGGIN,
Acting Volunteer Lieutenant, Commanding.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron, Mobile Bay, Ala.

Report of Acting Volunteer Lieutenant Upham, U. S. Navy, commanding U. S. S. *Rodolph*.

U. S. S. RODOLPH,
Mobile Bay, September 12, 1864.

SIR: Agreeable to your instructions I got underway at 12:30 a. m., 11th instant, and ran across the bay, in company with the *Tritonia* and *Stockdale*; anchored off the mouth of Fish River at 3 a. m. 8:30 a. m., got underway and proceeded up the river. At 11:30 made fast to the bank at Smith's mill, where we remained until 6:30 p. m., when I started down the river followed by the army transport *Planter*, with barge of lumber in tow, and the *Stockdale*. Cleared ship for action. When abreast of Peter's Bluff, I stopped, in order to run a line to swing around the bend, when a party of rebels (should judge some fifty or sixty) opened fire on us with musketry, several shots going through our armor. Returned their fire with canister,

shell, and rifles. After getting through the bend, where the river is very narrow, I discovered that obstructions had been thrown across the river since we had passed up in the morning; they consisted of three large pine trees from each bank, extending entirely across the river. Succeeded in breaking through them with little damage to the vessel, and proceeded down the river. Came to anchor in Weeks Bay, at mouth of river, at 8:30 p. m., in order to protect the steamer *Planter* and lumber barge, which were aground. 5 a. m. this day got underway; proceeded across the bar. 9:30 a. m. anchored at the fleet, Mobile Bay. I am happy to state that no one was wounded on board of this vessel.

The amount of ammunition expended was 6 rifle shells, 30-pounder Parrott; 8 canister, 24-pounder howitzer; 2 shrapnel, 24-pounder howitzer.

I am, sir, very respectfully,

GEO. D. UPHAM,
Acting Volunteer Lieutenant, Commanding.

Acting Volunteer Lieutenant GEORGE WIGGIN,
Commanding expedition.

Report of Acting Master Bennis, U. S. Navy, commanding U. S. S. Stockdale.

U. S. S. STOCKDALE,
Mobile Bay, Ala., September 12, 1864.

SIR: In obedience to your orders, and in accordance with signals previously arranged, at 12:30 a. m., September 11, I got underway and followed the U. S. steamers *Tritonia* and *Rodolph* up Mobile Bay. At 3:20 a. m. came to anchor off the mouth of Fish River. At 6 a. m. I had the honor to receive you on board as the commander of the expedition. At 8 a. m. the army steamer *Planter*, with a barge in tow and about 200 troops came up to us. At 8:30 a. m. got underway, crossed the bar, and proceeded up Fish River, in company with the *Rodolph* and *Planter*. At 11:30 a. m. arrived at Smith's mills and made fast alongside of the *Planter*. Remained there until 6:30 p. m., then cast off and proceeded down the river, following the *Rodolph* and *Planter*. When abreast of Cottrel's wood landing, a party of about sixty or seventy rebels fired upon us with rifles. We immediately returned the fire with canister and shrapnel from 24-pounder howitzer, and with shell from 30-pounder Parrott rifles. The river being very narrow and the bends very short, unfortunately, this vessel, in working, got against the bank of the river and under some heavy trees, which knocked down and injured our smokestacks and caused some damage to the upper light work. At 8:30 p. m. came to anchor in Fish [River] Bay, covering the *Planter*, which was aground on the bar.

Acting Master's Mate F. R. Iaschke, of the *Tritonia*, has my thanks for his gallant conduct in taking charge of two 24-pounder howitzers and firing them with precision. I trust that his good behavior will receive the consideration of Rear-Admiral D. G. Farragut. The officers and men of this ship behaved well. I regret to have to report that 1 officer and 2 men were slightly wounded.

The following is the amount of ammunition expended, viz: 15 shrapnel, 15 canister, and 9 shells from 24-pounder howitzers; 20 5-second shell from 30-pounder Parrott rifles.

I am, sir, very respectfully, your obedient servant,

SPIRO V. BENNIS,
Acting Master, Commanding.

Acting Volunteer Lieutenant GEORGE WIGGIN,
Commanding expedition.

Third report of Acting Volunteer Lieutenant Wiggin, U. S. Navy, criticising the conduct of the army force.

U. S. S. TRITONIA,
Mobile Bay, September 13, 1864.

SIR: I hope that I shall not be sent on another expedition with the army. My reason for making this request is as follows:

Their main object is to plunder and rob the inhabitants wherever they go, without regard to age, sex, or condition. Everyone is on his own hook and does just about as he pleases. The officers have no control of their men whatever, they go on shore when they please and come on board when they get ready.

Such privileges spoil our best men, and would ruin the discipline of any ship in a short time. Our sailors don't like to see soldiers bring on board backloads of chickens and other valuables for his own use, while he is kept standing at his gun from morning till night to protect this illegitimate warfare. Such was the case yesterday. I attribute our whole misfortune yesterday to two feather beds and two or three dozen chickens, which detained two gunboats and the transport, with a loaded barge alongside, thirty minutes; and that after sundown, in a narrow, crooked river, 6 miles above its mouth. The damage that our gunboats received would have paid for more lumber and beds, and landed it at Fort Morgan, than our expedition obtained. They have taken some pains to interfere with my officers in the execution of their orders, as was the case at Bon Secours River on the 9th instant in regard to the destruction of the salt works.

It would be better for the navy to go and fetch the lumber and give it to the army. We have already lost four gunboats in cooperating with the army, and should we be detained as we were Sunday night, we may expect to sacrifice more boats. The feeling is universal on board of all the gunboats which were on the late expeditions, that the army is of no use; or, in other words, we have no use for them. The West Gulf Squadron has a reputation at stake, and I trust that none will be called on to witness the scenes of robbery that some of us have witness[ed] within the last few days.

I am, sir, very respectfully, your obedient servant,

GEORGE WIGGIN,
Acting Volunteer Lieutenant, Commanding.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron.

Report of Brigadier-General Bailey, U. S. Army, transmitting reports.

HEADQUARTERS U. S. FORCES,
Mobile Bay, September 13, 1864.

I forward herewith reports of expeditions made to Bon Secours and Fish rivers, Alabama, by Captain C. W. Stone, of my staff.

These expeditions were made upon advisement with Admiral Farragut, and I received, as I do in everything else here, the very hearty cooperation of the navy. There have been destroyed the immense salt works at Bon Secours and the barracks at Camp Anderson. Probably 100,000 feet of fine lumber has thereby been secured to the Government, of vast benefit here in the erection of warehouses, hospitals, etc. The expeditions were conducted with the utmost care, and I feel confident that no wanton destruction of private property or pillaging took place. It was learned that Hood had fallen back to Montgomery, and that a brigade of his army had arrived in Mobile.

Trusting that these reports and the movements they chronicle may meet with the approval of the major-general commanding, I remain,

Very respectfully, your obedient servant,

J. BAILEY,
Brevet Brigadier-General, Commanding.

Major C. T. CHRISTENSEN,
A. A. G. Military Division of West Mississippi.

First report of Captain Stone, U. S. Army.

HEADQUARTERS U. S. FORCES,
Fort Morgan, Mobile Point, Ala., September 11, 1864.

SIR: In pursuance to written instructions received from General Bailey, on the morning of the 9th instant, I proceeded with the steamer *Planter*, with two barges in tow, and 250 men, under command of Major Pettibone, Twentieth Wisconsin Volunteers, to the mouth of Bon Secours River. Three gunboats under the command of Captain Wiggin, U. S. Navy, entered the bay some distance in advance of the *Planter* and took such position as would enable them to assist us in case we were attacked. As soon as the troops were landed, a strong picket guard was posted on the road leading into Bon Secours, there being but one road leading into that place, the country on both sides being an impassable swamp. The remainder of the force was placed at work taking down buildings, which had been constructed for manufacturing salt, and in loading the lumber into the barges. I suspended all labor at dark, but resumed my work at an early hour on the succeeding morning, and before night I had loaded into the barges about 30,000 feet of lumber, that being all the available lumber in the salt works. The naval forces had been engaged in the meantime in breaking the kettles belonging to the salt works, the tools which I had with me being too light for this purpose, many of these kettles being fully 2 inches in thickness, while others were made of a heavy quality of boiler iron. Captain

Wiggin, U. S. Navy, informs me that 990 of these kettles were destroyed.

In addition to the lumber, I loaded onto the barges nine head of beef cattle, belonging to a citizen who is at present inside of our lines in the employment of Captain Perkins, assistant quartermaster. I left Bon Secours at 8 p. m., having previously fired all buildings used as salt works, as I ascertained that they were owned by parties who are at present in Mobile, and that these works had been manufacturing salt for the Confederate Army, and also a number of buildings about a mile and a quarter from Bon Secours, these buildings having been constructed by the Confederate forces as quarters for soldiers, the place being known as Camp Anderson. I arrived at this place at midnight. I also brought in 2 prisoners, George Brown and J. F. Yeenel, they both being reported as being engaged in conveying information to Mobile.

No improper depredations were committed by the troops, all conducting themselves in an orderly and soldierlike manner.

Much credit is due to Major Pettibone and his officers for the manner in which they assisted me in discharging my duties, all taking an interest in forwarding the work as much as possible.

Very respectfully, sir, your obedient servant,

C. W. STONE,

Captain, Sixth Michigan Vol. Arty. Actg., Asst. Quartermaster.

Major GEORGE W. DURGIN,

Acting Assistant Adjutant-General.

Second report of Captain Stone, U. S. Army.

HEADQUARTERS U. S. FORCES,
Fort Morgan, Mobile Point, Ala., September 13, 1864.

SIR: I would very respectfully report that on the night of the 10th instant I ordered the steamer *Planter* to make fast to the large barge, and at midnight Captain Vandagriff, Twentieth Wisconsin Volunteers, having reported on board with 200 men, I proceeded to Fish River in obedience to Special Orders, No. 27. On arriving at the mouth of the river I found three gunboats, Captain Wiggin, U. S. Navy, commanding. Soon after sunrise we moved up the river, preceded by two gunboats of light draft, one gunboat being left at the mouth of the river, as it was drawing too much water to pass over the flats. Owing to the extremely tortuous course of this stream we were obliged to move very slowly. The gunboats, being stern-wheel boats, experienced much trouble in passing the bends of the river. We proceeded up the river for a distance of 6 miles to a place known as Smith's mills, and here made a landing. This place is on a narrow ridge of high land running down to the river, being flanked on both sides by a swamp. I sent a strong picket guard out at a proper distance and placed them across the high land in such a way as to prevent my party being surprised. I then ordered the men to load into the barge the lumber found at the mill, of which there was a considerable quantity, and before night we had loaded on some 55,000 feet of new lumber and twenty head of cattle, both the lumber and the cattle being the property of Mr. J. B. Smith. He was absent from the mill, being in Mobile at this time.

We saw nothing of the enemy during the day, and at sundown we moved out and proceeded down the river. After leaving the mill about half a mile we were suddenly fired into by a force from the left-hand bank of the river. I immediately ordered the men to fire at the enemy, and also ordered them to place themselves in such a way that they were protected by the lumber on board the barge. The boats soon moved below the high ground. It being a swamp on either side the enemy could not reach us, but on again passing a high point of land we were met by a second shower of bullets. We replied to the enemy's fire, the gunboats being engaged all the time in throwing grape and canister. The enemy's force consisted of mounted men entirely, and as near as I could judge from the firing and what little could be seen in the darkness numbered about 40 men. After the second firing we saw nothing more of the enemy, and on arriving at the mouth of the river we anchored until morning, the water being too low to pass at that time. In the morning we passed out into the bay, touching at the [Fish River?] Point and taking on 8 head of cattle. We then proceeded direct to this place.

During the time we were under fire both officers and men behaved with great coolness, there being no confusion whatever among the troops. There was but one wounded on board the steamer *Planter*, he being an officer's servant, and received his wound while he was firing at the enemy. Captain Wiggin reported to me that the gunboat 42 had 3 wounded, none of them being serious wounds.

Very respectfully, your obedient servant,

C. W. STONE,

Captain, Sixth Mich. Vol. Arty., Acting Asst. Quartermaster.

Major GEORGE W. DURGIN,

Acting Assistant Adjutant-General.

In addition to the above I would respectfully state that the lumber taken was sawed for the Confederate forces at Mobile, but was prevented from reaching that place by the arrival of the fleet in Mobile Bay. This mill has been engaged for the past two years in sawing lumber for the Confederate authorities. The engine belonging to the mill I found buried near the mill. This engine was taken charge of by the naval forces.

C. W. S.

Abstract log of the U. S. S. *Stockdale*, Acting Master S. V. Bennis, U. S. Navy, commanding.

September 11, 1864.—At 12:30 a. m. got ship underway and steamed up the bay, in company with the *Rodolph* and *Tritonia*. At 3:35 came to anchor off Fish River. At 5:30 a. m. got underway. At 6 made fast alongside the *Tritonia*. Acting Volunteer Lieutenant George Wiggin, commanding the expedition, came on board this vessel. At 8:15 the army transport *Planter* came alongside with a barge in tow and about 200 men. Army Signal Corps came on board this vessel. At 8:30 cast off lines from the *Tritonia*, crossed the bar, and steamed up Fish River, *Rodolph* and army steamer *Planter* following. At 11:30 arrived at Smith's sawmill and made fast alongside the *Planter*. Two guns' crews kept to quarters during the watch. From 12 to 4 p. m.: Ship lying at Smith's mills fast alongside the *Planter*. Two guns'

crews at quarters during the watch. From 4 to 6 p. m.: Ship lying alongside the *Planter*. Sent 10 men on shore and brought off engine and belting. Two guns' crews at quarters during the watch. At 6:30 p. m. cast off lines. The *Rodolph* steamed down the river, *Planter* and this vessel following. Fired one 5-second shell from starboard Parrott gun. When abreast Colter's [Cottrel's?] woods landing were fired into by the enemy with musketry. Beat to general quarters and fired upon the enemy with shrapnel and canister from howitzers and shells from Parrott guns. Kept firing until within a mile and a half of Fish [River] Bay. During the action Charles H. Cleaveland, acting master's mate, Richard Delaney, first-class fireman, and Lewis Johnson, second-class fireman, slightly wounded. When rounding the bluff, being unable to come around without going into the opposite bank, we ran against the trees, knocked down smokestacks, and carried away light woodwork. At 8:30 p. m. came to anchor in Fish [River] Bay in company with the *Rodolph* and army steamer *Planter*, being aground on the bar. Cleared away the wreck and put one end of the smokestack on top pilot house.

Order of Rear-Admiral Farragut, U. S. Navy, to Lieutenant-Commander Kirkland, U. S. Navy, commanding U. S. S. Owasco, to proceed to blockade duty on Texas coast.

FLAGSHIP HARTFORD,
Mobile Bay, September 10, 1864.

SIR: Proceed off Galveston and on arrival report to Commander M. B. Woolsey, or the senior officer present, for duty on the Texas blockade.

Transfer the supernumerary firemen now in your vessel to the U. S. S. *Chocura*.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Lieutenant-Commander W. A. KIRKLAND,
U. S. S. Owasco, Mobile Bay.

Report of Acting Volunteer Lieutenant Crowell, U. S. Navy, commanding U. S. S. Augusta Dinsmore, regarding the capture by that vessel of schooner John.

U. S. S. AUGUSTA DINSMORE,
Off Velasco, September 11, 1864.

SIR: I have the honor to submit the following report:

On this trip from New Orleans to the blockading fleet off the coast of Texas, after having supplied the fleet off Galveston, by the order of Commander M. B. Woolsey, I proceeded to the southward. When about 7 miles off Velasco, at about daybreak, I fell in with a schooner, with sails lowered down, drifting. After having boarded her I found her to be the schooner *John*, having a British register; cargo, 81 bales cotton. I seized her as a prize and sent her to New Orleans for adjudication, with all papers found on board, in charge of Acting Ensign T. H. Paine, U. S. Navy.

The captain and crew I took on board this vessel to deliver to senior naval officer at New Orleans.

Herewith I have the honor to enclose a list of persons on board this vessel at the time of capture.

Very respectfully, your obedient servant,

M. B. CROWELL,
*Acting Volunteer Lieutenant, U. S. Navy,
Commanding U. S. S. Augusta Dinsmore.*

HON. GIDEON WELLES,
Secretary Navy, Washington, D. C.

Letter from Brigadier-General Sherman, U. S. Army, to Commodore Palmer, U. S. Navy, regarding further cooperation.

HEADQUARTERS DEFENSES OF NEW ORLEANS,
New Orleans, September 12, 1864.

COMMODORE: The expedition I proposed for your cooperation the other day, and which fell through in consequence of your gunboat having rather successfully anticipated us on Bayou Pigeon, I still see the necessity of. I shall have a force near the head of Lake Natchez at any time when I am to be assured that a gunboat will be there. It can go by the way of Bayou Pigeon, but will you? Should you consent, let me know at what time you can have a boat there. It is absolutely necessary, you know, to be sure and make the junction, to be of good effect. Commodore, can I assist you in any way in keeping open Grand River all the way from [Lake] Palourde to Bayou Pigeon? Any suggestions you can make on this important subject I would thank you for.

Very respectfully, your obedient servant,

T. W. SHERMAN,
Brigadier-General, Commanding.

COMMODORE PALMER, U. S. Navy,
Commanding, etc.

Letter from Rear-Admiral Farragut, U. S. Navy, to the commandant navy yard, Pensacola, acknowledging communication regarding Confederate surgeons.

FLAGSHIP' HARTFORD,
Mobile Bay, September 12, 1864.

COMMODORE: Yours of the 10th instant was received by the *Buckthorn* in relation to the Confederate surgeons.

My understanding was that Surgeon Conrad should be allowed to attend to the wounds of Admiral Buchanan so long as his services were needed for that purpose and should then be permitted to return on parole to this place, and thence to Mobile, upon the ground that a surgeon's mission was one of mercy, and because similar acts of courtesy have been extended to our medical officers by the enemy. I do not admit, however, that the fleet surgeon is responsible for anything more than the medical care and condition of the prisoners, and as soon as they are well enough to be moved he should report the same to you. in order that you may dispose of them as may have been directed,

I did not fail to call Lieutenant-Commander Jouett to account for taking those medical officers on board at the request of the fleet surgeon without orders from you. I do not permit any one to be taken on board a vessel within my reach without my written orders to the commanding officer. The permission granted Surgeon Conrad was a courtesy to Admiral Buchanan and to insure him against the chance of mismanagement of his case, then understood to be critical.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Commodore SMITH,
Pensacola Navy Yard.

Report of Rear-Admiral Farragut, U. S. Navy, regarding removal of torpedoes in Mobile Bay.

No. 409.]

FLAGSHIP HARTFORD,
Mobile Bay, September 13, 1864.

SIR: In my dispatch No. 377 I reported to the Department that we were engaged in removing the torpedoes in Mobile Bay, planted in the Main Ship Channel.

The work is still progressing, and up to the present time twenty-one have been taken up, all of which had been placed between the two buoys referred to in my reports. This part of the channel is now believed to be clear, for, though beyond doubt many more were originally anchored there, report says they have sunk over one hundred to the bottom.

I am now searching for others between the western buoy and the piles.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Lieutenant-Commander Gillis, U. S. Navy, commanding U. S. S. Sciota, regarding cotton picked up at sea.

U. S. GUNBOAT SCIOTA,
Off Galveston, Tex., September 13, 1864.

SIR: I have the honor to report that on the 9th of the present month I came across and picked up in latitude 28° 30' N. and longitude 94° W. 83 bales of cotton, which I have sent to the U. S. marshal at New Orleans. Enclosed I send a list of the officers and crew attached to and on board this vessel at the time the cotton was picked up.

Very respectfully, your obedient servant,

J. H. GILLIS,
Lieutenant-Commander, U. S. Navy.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from Rear-Admiral Farragut, U. S. Navy, to Brigadier-General Bailey, U. S. Army, regarding the restriction of small boats in Mobile Bay.

FLAGSHIP HARTFORD,
Mobile Bay, September 13, 1864.

GENERAL: I find several boats sailing about the bay at night, and since the expedition up Fish River, where our vessels were fired upon by about 70 men, I have become suspicious of the people about here, particularly as I was told so confidently that there were no troops in the vicinity of Fish River.

There is a notorious blockade runner named Bill Lee, who is now either at Pilot Town or in the employ of the army. I have not meddled with him yet, as I can not prove any direct act against him, but my fear is that he and some of the people around us are mere spies, and when we least expect it he will get the positions of our vessels and run out one of the blockade runners when the dark nights come on. The thing is possible, but not probable. I think, however, there should be a check upon these men, and that they should not be allowed to run about at night. I shall therefore give orders to bring them up and make them account for their wanderings hereafter, and as they will be likely to be fired into so soon as the nights become dark, I wish to give notice in time.

I have, general, also to request that all boats navigating the waters of the bay and sound shall have passes signed by the military and naval commanders, which has always been the custom since I have been on this station. Their names are generally known by all the commanders of vessels, whereas a provost-marshal is seldom known to anyone but the Department to which he belongs.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

Brigadier-General BAILEY,
Commanding U. S. Army Forces, Mobile Bay.

Order of Rear-Admiral Farragut, U. S. Navy, to Lieutenant-Commander Lull, U. S. Navy, commanding U. S. S. Seminole, for duty on Texas coast.

FLAGSHIP HARTFORD,
Mobile [Bay], September 14, 1864.

SIR: You will proceed without delay to the coast of Texas and report to Commander M. B. Woolsey, or the senior officer off Galveston, for duty on that blockade.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Lieutenant-Commander E. P. LULL,
Commanding U. S. S. Seminole, Mobile Bay.

Report of Lieutenant-Commander Skerrett, U. S. Navy, regarding cotton picked up off the Texas coast.

U. S. GUNBOAT AROOSTOOK,
Off Galveston, Tex., September 14, 1864.

SIR: I respectfully inform the honorable Department that on the 13th instant I came across a quantity of cotton in the Gulf of Mexico, between the town of Velasco and the San Bernard River in Texas, and picked up 38 bales. It is my intention to send the cotton, in charge of an officer of this vessel, to the U. S. marshal at the port of New Orleans, La., and to present the claim of the officers and crew of this vessel to the U. S. district judge at New Orleans for the whole amount of what may accrue from the sale of the same, subject to the decision of the court.

Respectfully,

JOS. SKERRETT,
Lieutenant-Commander, U. S. Navy.

HON. GIDEON WELLES,
Secretary of the Navy.

Report of Rear-Admiral Farragut, U. S. Navy, regarding the disposition of notorious blockade runner James Campbell.

No. 416.]

FLAGSHIP HARTFORD,
Mobile Bay, September 14, 1864.

SIR: I have the honor to report to the Department that on the 19th ultimo Lieutenant-Commander Jouett, of the *Metacomet*, when in the upper part of the bay, captured one James Campbell, well known as a notorious blockade runner. He is an old Mobile pilot, and as such [has] been constantly employed running between this bay and Havana. He was engaged to take out the *Virgin* only the night before our fleet passed the forts.

In accordance with the general instructions of the Department to send such notorious characters to the Tortugas, I directed Lieutenant-Commander Wells, of the *Galena*, to take him there and deliver him over to the commanding officer of the fort, with a letter from me explaining who he was and why he had been sent.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Letter from Major-General Canby to Major-General Banks, U. S. Army, requesting that the Rhode Island Cavalry be sent to join the cooperative expedition in La Fourche district.

HDQRS. MILITARY DIVISION OF WEST MISSISSIPPI,
New Orleans, La., September 14, 1864.

GENERAL: With reference to the communication of Brigadier-General T. W. Sherman, of the 12th instant, requesting that a regiment of

cavalry be ordered to report for temporary service to Brigadier-General Cameron, commanding district of La Fourche, and the cooperation of the naval authorities in an expedition about to be made, I am directed by the major-general commanding to say that you will please cause the Third Rhode Island Cavalry (dismounted) to be remounted to supply this requisition for cavalry, and that Commodore Palmer has been requested to give the necessary orders to cause the cooperation of the naval commander with General Cameron, and of his compliance you will have prompt notification.

B. F. MOREY,

Captain and Assistant Adjutant-General.

Major-General N. P. BANKS,

Commanding Department of the Gulf, New Orleans, La.

Order of Rear-Admiral Farragut, U. S. Navy, to Lieutenant-Commander Greene, U. S. Navy, regarding the captured sloop Oregon.

FLAGSHIP HARTFORD, September 15, 1864.

SIR: The sloop *Oregon*, captured by the *Narcissus*, is to be sent to Lakeport for adjudication, or New Orleans, and also other boats captured by Acting Ensign Jones.

Captain Jones will go himself with the sloop for the purpose of giving evidence. You will have this attended to as soon as possible, and supply her with necessary men and officers if required.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Lieutenant-Commander C. H. GREENE,

Commanding U. S. Ship Vincennes, Ship Island.

Confidential report of Rear-Admiral Farragut, U. S. Navy, regarding the shipment of cotton from Galveston or Sabine Pass, by order of the Resident.

No. 417.]

FLAGSHIP HARTFORD,
Mobile Bay, September 15, 1864.

SIR: I have received a letter from General Canby (copy marked No. 1), enclosing a copy of a communication addressed to him by the President (copy marked No. 2), directing him to allow a Mr. Andrew J. Hamilton, or any person authorized in writing by him, to come out of Galveston or Sabine Pass with vessels freighted with cotton shipped to the agent of the Treasury Department, at New Orleans, said persons, vessels, and cargoes not to be molested, etc.

Now, as General Canby has no means of permitting or preventing cotton to pass out of the enemy's ports, he sent the letter to me, at the same time requesting me to send him, for the use of the parties named, my order authorizing the vessels to pass the vessels of my squadron.

The moment I received the letter referred to I sent a copy of the President's letter to the commanding officer off the coast of Texas,

with instructions to let such vessels pass, although I am satisfied that the whole matter will prove another swindle, as in the cases of the *Harriet Lane* and others, referred to in my dispatches Nos. 109 and 184.

I forward also a copy of my reply to General Canby (enclosure No. 3).

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

P. S.—I understand from an engineer just arrived from Texas, from whence he made his escape, that there are forty vessels now loaded in the different ports of Texas ready to run the blockade the first dark night or during bad weather. I have therefore doubled the vessels on the Texas blockade. The *Tennessee*, now the *Mobile*, chased their fastest vessel the other day and compelled him to throw overboard his entire cargo of cotton, his anchors and chains, and even his furniture, and then only made his escape in a squall after dark. This, I think, will demoralize them much, as heretofore they have given our blockaders the soubriquet of "armed buoys," being so slow; but I hope to disappoint them soon.

D. G. F.

[Enclosures.]

Confidential.] HQRS. MIL. DIV. OF WEST MISSISSIPPI,
New Orleans, La., September 13, 1864.

ADMIRAL: I have the honor to enclose a copy of a communication from the President. As the most important part of it refers to matters that come within your jurisdiction, I have the honor to request that you will send me, for the use of the parties named, your order authorizing the vessel to pass the vessels of your squadron on her way to this place. The necessary orders to the military authorities will be given by me.

I am advised that this order is given by the President in furtherance of measures that have an important bearing on military operations in Texas.

Very respectfully, sir, your obedient servant,

ED. R. S. CANBY,
Major-General.

Rear-Admiral D. G. FARRAGUT,
Comdg. West Gulf Blockading Squadron, Mobile Bay, Ala.

EXECUTIVE MANSION, *August 9, 1864.*

For satisfactory reasons which concern the public service, I have to direct that if Andrew J. Hamilton, or any person authorized in writing by him, shall come out of either of the ports of Galveston or Sabine Pass with any vessel or vessels freighted with cotton, shipped to the agent of the Treasury Department at New Orleans, the passage of such

person, vessels, and cargoes shall not be molested or hindered; but they shall be permitted to pass to the hands of such consignee.

ABRAHAM LINCOLN.

Major-General EDWARD R. S. CANBY,
Comdg. Mil. Div. of West Mississippi, New Orleans.

U. S. FLAGSHIP HARTFORD,
Mobile Bay, September 15, 1864.

GENERAL: I am in receipt of your communication of the 13th instant, enclosing a copy of a letter from the President, directing a free passage to vessels coming out of Galveston or Sabine Pass, sent out by or under the authority of Andrew J. Hamilton, to New Orleans.

I have sent a copy of the President's letter to the commanding officer of the Texas division, directing him to act in accordance therewith.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Major-General ED. R. S. CANBY,
Comdg. U. S. Army Forces, Department of West Mississippi.

Report of Rear-Admiral Farragut, U. S. Navy, regarding Confederate ironclads and gunboats at Mobile.

No. 418.]

FLAGSHIP HARTFORD,
Mobile Bay, September 15, 1864.

SIR: The enemy have at Mobile now the ram *Nashville*, armored with 2 inches of iron on the forward slope of her casemate and abreast of her wheelhouses, which they took from the old *Baltic*, condemned. She mounts six guns of their heaviest rifles and has a heavier backing and greater speed than the *Tennessee*. If she had gotten out fully equipped, the rebels would have made a stronger fight on the 5th of August, but she was not sufficiently plated; they have been waiting for iron at least twelve months. Enclosed is a sketch of this vessel.

There are also two other casemated ironclads, the *Tuscaloosa* and *Huntsville*, and three gunboats, the ironclads covered with 4 inches of iron, but, I understand, very unmanageable. I have them guarded by the two ironclads, the *Winnebago* and *Chickasaw*, and four of our gunboats.

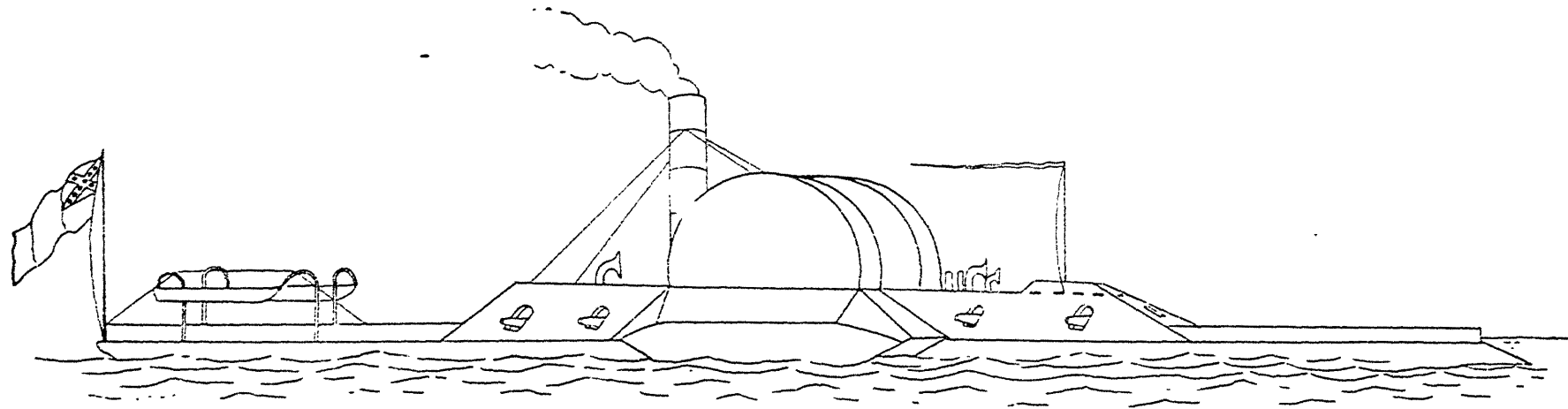
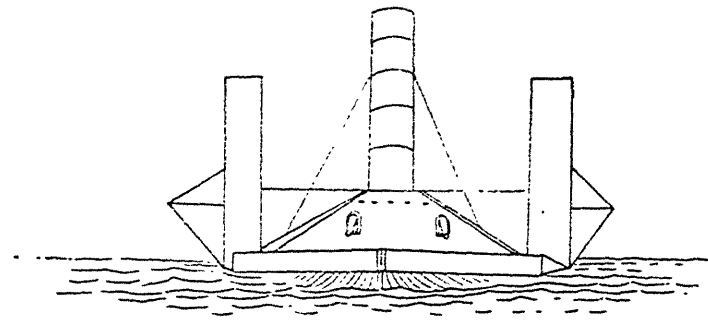
This will give the Department an idea of our present status.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

[Enclosure.]



Sketch of C. S. ram Nashville.

Letter from Major-General Canby, U. S. Army, to Rear-Admiral Farragut, U. S. Navy, proposing operations in the vicinity of Mobile.

Confidential.] HQs. MIL. DIV. OF WEST MISSISSIPPI,
New Orleans, La., September 15, 1864.

ADMIRAL: If the present troubles in Arkansas should be soon settled, I propose to send a force back to Mobile Bay for the purpose of operating up the Alabama River, directing the first operations against the works on Spanish and Tensas rivers, with the expectation of getting control of these rivers and effecting a lodgment on the Alabama at or near old Fort Stoddard. This, I think, will force the rebels to abandon Mobile, or at least will enable us to cut off their communication with the interior and give us very great advantage in the attack upon the city.

If we can obtain force enough, the most important results will be obtained by moving directly upon Montgomery, leaving Mobile to fall by its own weight, as it must do if we can occupy and hold the country above it. In either case a demonstration will be made against Mobile from the direction of East Pascagoula and auxiliary (cavalry) operations from Pensacola and from the Mississippi against the railroads leading from Mobile into the interior.

General Granger has been placed in command of the district, including the troops at Mobile Bay and Pensacola, and is charged with the duties of making the preliminary preparations. My estimates for material, which were at first suspended, have now been answered, and the supplies are on the way down.

I shall be pleased to hear from you in relation to this and to receive any suggestion that may occur to you in relation to the operations from Mobile Bay.

Very respectfully, your obedient servant,

ED. R. S. CANBY,
Major-General, Commanding.

Rear-Admiral D. G. FARRAGUT,
Comdg. West Gulf Blockading Squadron, Mobile Bay, Ala.

[Telegram.]

TULLAHOMA, [TENN.], September 16, 1864.

I received a dispatch from Colonel Krzyzanowski this morning stating that Captain Morton, U. S. Navy, informed him this morning that Roddey left Guntersville, [Ala.], yesterday, and was marching in direction of Lebanon.

R. H. MILROY,
Major-General.

Major B. H. POLK,
Assistant Adjutant-General.

Letter from Captain Drayton, U. S. Navy, to Captain Jenkins, U. S. Navy, referring to preparations to act against Mobile.

U. S. FLAGSHIP HARTFORD, *September 18, 1864.*

MY DEAR JENKINS: The admiral is going to send you to Pensacola in a day or two, and says you had better get your spars at that time. I send you a couple of papers. Return them when read.

Yours, truly,

P. DRAYTON.

Captain T. A. JENKINS,
U. S. S. Richmond.

The army will soon be ready to act against Mobile, and before the troops begin to come in the admiral wants all of our vessels provisioned for a long stay in the bay, if it should be required. *This entre nous.*

P. D.

[Telegram.]

NAVY DEPARTMENT, *September 19, 1864.*

Vessels are constantly leaving New York for New Orleans. Obey orders.

GIDEON WELLES,
Secretary of the Navy.

Commander A. G. CLARY, U. S. Navy,
Navy Yard, Boston, Mass.

General Orders, No. 17.

FLAGSHIP HARTFORD,
Mobile Bay, September 19, 1864.

In making the returns required by General Orders, No. 3, the returns of officers should be kept separate from those of the petty officers and crew; the two must not be made on the same paper. The columns marked "Allowed on board" and "Deficient" should be added up.

In the returns of officers, whenever the appointments have been originally made by the admiral, it should be stated whether the same have been confirmed by the Secretary of the Navy.

In the return of officers of the grade of acting master's mate it must appear whether these officers are appointed or rated, and in the case of rated acting master's mates it shall be the duty of the commanding officers of vessels upon which they may be serving, whenever their terms of enlistment have expired, to reduce them at once to their original rating, unless they reenlist, when new appointments will be issued. If they decline to reenlist, they will be sent North for discharge.

No returns of contrabands will hereafter be made. Persons heretofore styled contrabands will be placed under their proper ratings. The whole number of colored persons on board will be given in a note, irrespective of ratings.

[D. G. FARRAGUT, U. S. Navy.]

Letter from Rear-Admiral Farragut, U. S. Navy, to Major-General Canby, U. S. Army, promising cooperation.

Confidential.]

FLAGSHIP HARTFORD,
Mobile Bay, September 19, 1864.

GENERAL: Your letter of the 15th instant has been received, and in reply I beg to state that it will be most gratifying to me to afford every assistance in my power to carry out your designs and those of General Granger.

I do not understand military matters sufficiently well to give an opinion on the subject of your strategy. I will talk the matter over, however, with General Granger, who will no doubt make it all clear to me.

The enemy have at present a very small force on the eastern bank and are continuing to work hard on the western defenses near the city, to which I have no objection.

The great difficulty with me is to get over the bar at the mouth of the Tensas, Blakely, or Apalachee, where the water appears to vary from 5 to 7 feet, with obstructions to be removed.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Major-General ED. R. S. CANBY,
Comdg. Military Div. of West Mississippi, New Orleans.

Report of Rear-Admiral Farragut, U. S. Navy, requesting the services of two additional ironclads to operate against Mobile.

No. 427.]

FLAGSHIP HARTFORD,
Mobile Bay, September 19, 1864.

SIR: Having been informed by General Canby that he will probably be able to resume operations in this quarter in a short time, I have to request that the Department will put at my disposal, if they can possibly be spared, the two other monitors now in the Mississippi, similar to the *Winnebago* and *Chickasaw*, these vessels, from their light draft of water, being the only means by which the entrances of the rivers at the head of this bay can be forced.

I have ample force at New Orleans to place at the disposal of Admiral Porter, should he require it, viz. the ram *Tennessee* and several gunboats.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Rear-Admiral Farragut, U. S. Navy, transmitting correspondence regarding the resumption of the blockade of Brownsville, Texas.

No. 429.]

FLAGSHIP HARTFORD,
Mobile Bay, September 19, 1864.

SIR: The Department's dispatch of the 18th of August, directing me to resume as early as practicable the blockade of the port of

Brownsville and the Rio Grande and to inform the Department of the date of the resumption has been already acknowledged.

Immediately upon its receipt I wrote to the commanding officer of the Texas division, directing him to resume the blockade and to report to me when the same was done. (Enclosure No. 1.)

I have, within a few days, received Commander Woolsey's reply, informing me that the blockade was resumed on the 9th instant. (Enclosure No. 2.)

In this connection I forward herewith the report of Lieutenant-Commander Skerrett, of the *Aroostook*, describing the condition of affairs off the Rio Grande and the coast (Enclosure No. 3), as well as extracts from a communication addressed to him by Mr. Pierce, U. S. consul at Matamoras (Enclosure No. 4), which may merit the consideration of the Department.

I have directed Commander LeRoy, of the *Ossipee*, who relieves Commander Woolsey, to continue the blockade off the Rio Grande and to select for that station capable and judicious officers.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

[Enclosures.]

FLAGSHIP HARTFORD,
Mobile Bay, September 4, 1864.

SIR: The Department has instructed me to resume as early as practicable the blockade of the port of Brownsville and the Rio Grande, and to inform the Department of the date of resumption.

You will please, therefore, resume the blockade and report to me when it is done.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Commander M. B. WOOLSEY,
U. S. S. Princess Royal, Comdg. Texas Division.

U. S. S. PRINCESS ROYAL,
Off Galveston, [Tex.], September 8, 1864.

SIR: I have the honor to acknowledge the receipt of your order of the 4th instant, directing me to resume the blockade of the port of Brownsville and the Rio Grande, and report to you when it is done.

The *Kanawha* sailed hence last night with orders to blockade the Brazos Santiago (one of the points of approach to Brownsville). She also bore orders to the *Aroostook* to blockade the Rio Grande.

I therefore respectfully report that the blockade of those places will be resumed from to-morrow morning (9th).

I am, most respectfully, sir, your obedient servant,

M. B. WOOLSEY,
Commander, Commanding Third Division.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron, Mobile, Ala.

U. S. GUNBOAT AROOSTOOK,
Off Velasco, Tex., September 13, 1864.

SIR: After the departure of the *Circassian* from the Rio Grande on the 31st ultimo, I shifted my berth, anchoring near the line of demarcation between Texas and Mexico, and was visited by Captain R. Lambert, of H. B. M. frigate *Liverpool*. In course of conversation I was asked by him whether or no that part of the coast was blockaded (evidently meaning the port of Brownsville). I informed him that no blockade of that port had been proclaimed, but as the place was in the possession of the rebels, vessels were not allowed to go there. He seemed to think we would be likely to have trouble with the French when the blockade was again established, as there would be trouble about the line of demarcation.

On the 31st ultimo the French sent an armed steam launch up the Rio Grande on a reconnoissance, but meeting with a warm reception from the Mexicans, and having several men wounded, were forced to retire. The weather became stormy on the 1st instant and continued so until the 4th instant, when it moderated sufficiently to permit the army tug to bring me the accompanying letter from the U. S. consul at Matamoros. On the 5th instant I intended going to Brazos Santiago to communicate with Colonel [H. M.] Day, but bad weather prevented. On the morning of the 6th instant I got underway, intending to stop at Brazos Santiago on my way up the coast, but observing the heavy surf at that place I continued up the coast. At 11 p. m. it came on to blow very hard from the S. E., with dark and rainy weather, and as I was near Corpus Christi Pass, and having found good holding ground, I anchored. The gale broke on the morning of the 7th instant. At 3 p. m. of that date I proceeded to Aransas Pass. There are no indications of blockade running at that point. No vessels of any size were seen in the bay. The heavy swell from the S. E. makes a terrific surf on the bar and shoals. I remained off Aransas Pass until the night of the 9th instant. During my stay there was seen but one small sloop near the light-house. I then steamed slowly down the coast, and about 8 a. m. of the 10th instant discovered the *Itasca* to the eastward. I communicated with her, receiving from Lieutenant-Commander [George] Brown your order of the 8th instant. In order to obtain sand and some beef cattle promised me by Colonel Day, I accompanied the *Itasca* down. Arriving at Brazos Santiago I found the *Kanawha* at anchor. Lieutenant-Commander [B. B.] Taylor had just received a message from Colonel Day, asking him to move his vessel down to Boca Chica, to protect his troops in case they were compelled to retreat. It seems that on the 9th instant a demonstration had been made by two companies of cavalry from Brazos Island, in the direction of Brownsville. Meeting with a large force of rebels, they were compelled to send them reinforcements, and it was to protect the whole party in case of a retreat that the *Kanawha* was wanted at Boca Chica. Learning the state of affairs, all three vessels went to that point about 5 p. m. Up to the time of my leaving Brazos Santiago, on the night of the 11th instant, the military force was still in the direction of Brownsville, and I could learn nothing definite, because Colonel Day had himself accompanied the reinforcements. On the morning of the 11th instant I again anchored off Brazos Santiago, and through the kindness of the commanding

officer pro tem. obtained the use of the army tug, by which means I soon received a good supply of sand. I could get no beef, on account of Colonel Day's absence. I learned that on the 10th instant Cortina had crossed the Rio Grande with a force of about one hundred and fifty Mexicans, with the intention of fighting his way through the rebels to seek asylum at Brazos Santiago, but failed to hear of the arrival of any of them. On the night of the 11th instant I communicated with the *Kanawha* and then steamed up the coast. About 10 p. m. I boarded the army transport *Alabama*, from New Orleans, bound to Brazos. On the morning of the 12th instant I discovered and spoke the *Augusta Dinsmore*, at that time about 40 miles south of Corpus Christi. On the morning of the 13th instant I communicated with the *Tennessee* off Caney Creek. Proceeding up the coast, and when off the San Bernard River, I discovered and picked up 38 bales of cotton. About 10 p. m. of same date communicated with the *Penobscot*.

Respectfully,

JOS. SKERRETT,
Lieutenant-Commander.

Commander M. B. WOOLSEY, U. S. Navy,
Comdg. Third Division West Gulf Blockading Squadron.

U. S. CONSULATE,
Matamoras, Mexico, August 31, 1864.

SIR: I was rejoiced to know, upon receiving your letter of the 26th, that we were again to have our flag floating in this port, as it is seldom that one of our gunboats gets so far from civilization as to reach this coast.

Affairs in the city are in a most complete state of confusion. The Mexicans have enemies all around them on their own soil, and at present it looks as though there might be a fight at any moment between the forces of our governor (Cortina) and the rebels in Brownsville. The governor brought me a letter last evening written by the rebel commander, which showed plainly that he desired to insult the Mexicans and in this way aid the French, and Cortina says that as a last resort he will take his force, cross the river above, attack Brownsville, and then throw himself and troops under the protection of our forces at Brazos. He and his brother, who is second in command, are really citizens of the United States, and he declares that he will go over, hoist the American flag, and drive them out. This may occur at any moment.

If this should take place, most of our citizens (although of loyal citizens we have but few) will probably run for Brazos for safety, as it would result in a free fight.

The French at the mouth will be attacked about Saturday morning. The Mexicans are in what we call in this country strong force, with plenty of artillery, some of the best kind of brass rifled guns, and plenty of ammunition.

I learn from below that the French are collecting port charges, etc., on all vessels leaving the port. I do not see their right in this, as the custom-house is located here, and all vessels now clearing have entered

at this custom-house, and until the French can get possession of it I don't see how they can interfere. They have never established a blockade, neither has Bagdad, Mexico, ever been made a port of entry. However, they have the power.

Large quantities of merchandise now cross the river daily for the interior of Texas, they having taken advantage of the absence of our troops, and if they had left with Colonel Day a few hundred cavalry the trains that they would capture going and coming would pay their expenses, as it is the general belief in Texas that Brazos will be evacuated.

Blockade running to and from this port is done, for the present, at least. It has been the custom of these fellows, when they could slip out of some Texas port, to run well to the southward and then come up close in to the Mexican coast and slip in over the bar, where their cotton would be transferred to lighters, taken out over the bar again, and shipped in some vessel bound to Europe, or even to New York.

* * * * *

L. PIERCE, Jr., *U. S. Consul.*

Order of Rear-Admiral Farragut, U. S. Navy, to Commander Stevens, U. S. Navy, late commanding U. S. ironclad Winnebago, to furnish information regarding the defects of that class of vessels.

FLAGSHIP HARTFORD,
Mobile Bay, Ala., September 20, 1864.

SIR: I enclose a copy of an order recently received from the Department, calling for report of the defects in the ironclad vessels.

As you were in command of the ironclad steamer *Winnebago* during the action of August 5, you will please furnish me with a report as to the defects you may have discovered in her construction and the difficulties of management you may have encountered.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Commander THOS. H. STEVENS,
Commanding U. S. S. Oneida, New Orleans, La.

Letter from Major-General Canby, U. S. Army, to Rear-Admiral Porter, U. S. Navy, requesting the services of two additional monitors in Mobile Bay.

HDQRS. MILITARY DIVISION OF WEST MISSISSIPPI,
New Orleans, La., September 20, 1864.

ADMIRAL: In the further operation in Mobile Bay and the Alabama River two more of the river monitors will be of great service to us. Admiral Farragut, from motives of delicacy, which you will understand and appreciate, does not like to apply for them, but I have just learned from him that if you can send the monitors he will give you in exchange the monitor *Manhattan* (heavy draft) and the ram *Ten-*

nessee or any other vessel in his fleet that you may designate. I know that you will send them without conditions if you can spare them, and I mention this only for the reason that the monitor and the ram can be used on the lower Mississippi, [which] will probably enable you to spare the river monitors. The two sent on my previous applications were so well suited to the work, and so effective, that I am induced to ask for more.

Very respectfully, your obedient servant,

E. R. S. CANBY,
Major-General, Commanding.

Admiral D. D. PORTER,
Commanding Mississippi Squadron, Mound City, Ill.

Report of Acting Master Linnekin, U. S. Navy, commanding U. S. S. Tallahatchie, regarding captures made in Blind River and Bayou Chene Blanc.

U. S. S. TALLAHATCHIE,
New Orleans, La., September 21, 1864.

SIR: I have the honor to report having received information on the night of the 15th instant that 12 bales of cotton were coming out of the Blind River. I stationed a picket boat in the mouth which captured the following-named blockade runners, with a small mail, viz: Théophile Fruchude, Jean Morin, F. Guilbeault, and Justin Kuffer, all of New Orleans. As soon as the officer in charge of the picket boat demanded a surrender they threw overboard a small mail and a memorandum book, which was picked up in a few minutes afterwards, not being wet through. The book contained a supposed list of goods brought over by them, said list being made up of revolvers, percussion caps, and a large amount of quinine, drugs, etc. They acknowledge to have been buying cotton, having no permit for same. On the 17th instant I captured on the banks of Bayou Schinblon [Chene Blanc], Ascension Parish, 9 bales of cotton and a number of bags. In the bayou near this cotton there were flats, all made to move it across the lake [Maurepas]. On the banks of the Amite River the same instant, at the house of Samuel Leake, now prisoner in my possession, I captured 1 bale of cotton and 2 sacks; also revolver, 1 keg of powder, and number of small lots of powder, together with a large quantity of medicines, dry goods, hats, barrels of whisky, barrels of flour, salt, and about 20,000 percussion caps. The cotton captured by me is claimed as follows: Jean Morin, now a prisoner on board, claims 4 bales; Madame Leake, wife of Samuel Leake, 1 bale and 2 sacks. The balance remains unclaimed. I am credibly informed that Lieutenant Wheat, of the Confederate service, buys ammunition, etc., from the house of Samuel Leake once a month, taking the same to Clinton, La.

Very respectfully, your obedient servant,

T. J. LINNEKIN,
Acting Master, Commanding.

Commodore J. S. PALMER,
Comdg. 1st Div. West Gulf Blockdg. Squadron, New Orleans, La.

Order of Rear-Admiral Farragut, U. S. Navy, to Commander Le Roy, U. S. Navy, in view of the prevalence of yellow fever at Galveston.

FLAGSHIP HARTFORD,
Mobile Bay, September 21, 1864.

SIR: I have just received a letter from Commodore Palmer, in which he states that he understands that the fever is prevailing to great extent at Galveston.

If this is so, you will have little communication with that place by flag of truce, as you will refuse to receive any person on board your ships for transportation to New Orleans.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Commander W. E. LE ROY,
U. S. S. *Ossipee*, Comdg. Third Div., etc., off Galveston.

Confidential report of Rear-Admiral Farragut, U. S. Navy, regarding expedition proposed by the Department against Wilmington, N. C.

No. 432.]

FLAGSHIP HARTFORD,
Mobile Bay, September 22, 1864.

SIR: I have to acknowledge the receipt of your communication of the 5th instant, and in reply I can but express my surprise that I should be selected for so difficult and arduous a service (and that at the short notice of nine days).

After having completed seven months of blockade duty off this port, and nearly three years of duty in this Gulf and its tributaries, and nearly five years out of six in the Gulf of Mexico, Central America, and the Mississippi River, I flattered myself that the intimation I gave the Department of these facts in my dispatch (No. 372), and that I required rest, as my health was beginning to fail, owing to the constant strain on my mind for so long a period, would have been all sufficient to insure me that rest so much needed, and I am constrained to believe that my dispatch had not reached the Department when their present communication was written. I also wrote to the Assistant Secretary (in reply to a letter of congratulation from him) two or three days later to the same effect, viz, that I was suffering from long and arduous service and that I must have rest if it could be had. Judge, sir, my surprise to find myself called upon to repair to Port Royal to organize an expedition of such magnitude at a port 1,000 miles distant in nine or ten days, "in which time the army will be ready for operations with the navy." But as the Department is pleased to ask my views and wishes in regard to the matter, I will endeavor briefly to give them, guided by the best lights I can command.

The large vessels named in the Department's communication will be so many burdens to the commander in chief, as their draft is too great to approach the batteries sufficiently near to hurt them with their broadside guns.

I can not find anything on the chart to justify the conclusion that the monitors of the *Passaic* class can pass the bar, making the least allowance for the ordinary swell of the Atlantic. Nothing, therefore,

but the light-draft wooden vessels could hope to pass inside (most of the gunboats and double-enders in this squadron draw over 10 feet), and if the ironclad the Department speaks of as being "in the river in commission" is half as formidable as the *Tennessee* she ought to destroy as many of the light gunboats as would float on its surface. The main dependence, therefore, will be upon light-draft monitors, such as those sent out from the Mississippi River. The probability of getting vessels of that class around from this part of the coast to Wilmington at this blowing season would be very small, and, besides, when they got there they would be the most helpless things in the world except in perfectly smooth water; then if well commanded they would do good service. It was my good fortune to discover a harbor for them at the entrance of this bay under Sand Island, where they were able to raise their turrets and make their preparations for action. Otherwise they could not have been gotten ready to pass the forts. If such is generally the case, and I judge by four of them, I can not see how the ironclads can be made available until they get inside in smooth water. The *Tennessee*, to which the Department refers, is in such a battered condition that it would take months to put her in such a state as to justify her going to sea in the most favorable season. I may add here that none of the vessels in this squadron are available for the purpose intended. Nearly all of them are in want of extensive repairs and most of the gunboats and double-enders are breaking down continually.

Thus I have endeavored to give the Department my views on the subject of the proposed attack, from which the Department will perceive that, in my opinion, it will be attended with many difficulties, great labor, and a constant fatigue of body and mind to the commander in chief who undertakes it, and, as I have before stated, I do not feel equal to such a task. Though at all times anxious to serve my country to the best of my ability, I am fully persuaded that in attempting such an undertaking I should do credit neither to the country nor myself.

As I have already informed the Department in my dispatch (No. 427), General Canby states that he hopes to commence operations on Mobile in a week or two, and I am anxious to finish up the work so satisfactorily begun. This I hoped to do from the fact of having many advantages, such as a good harbor, freedom from anxiety about my vessels, smooth water for the light-draft monitors and others to operate in, and my arrangements already made so far as is necessary until the army is reported ready to move, when I purposed transferring my flag temporarily to one of the tinclads and moving up toward the city with my light-draft vessels.

Believing as I do that your communication was written before these and the other facts above mentioned had reached you, I will await your reply before I move. To save time, I shall send this dispatch direct by the *Connecticut* and a duplicate by the way of New Orleans.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

Order of the Secretary of the Navy to Rear-Admiral Porter, U. S. Navy, transferring him from the command of the Mississippi to the North Atlantic Squadron.

NAVY DEPARTMENT,
Washington, September 22, 1864.

SIR: Rear-Admiral D. G. Farragut was assigned to the command of the North Atlantic Squadron on the 5th instant, but the necessity of rest on the part of that distinguished officer renders it necessary that he should come immediately North. You will, therefore, on the receipt of this order consider yourself as detached from the command of the Mississippi Squadron, and you will turn over the command to Captain A. M. Pennock. As soon as the transfer can be made, proceed to Beaufort, N. C., and relieve Acting Rear-Admiral Lee in command of the North Atlantic Blockading Squadron. Take with you your personal staff, and a number of officers, not exceeding five, may be transferred from the Mississippi to the North Atlantic Blockading Squadron.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

Letter from Rear-Admiral Farragut, U. S. Navy, to Acting Master Stannard, U. S. Navy, acknowledging receipt of Confederate newspapers.

FLAGSHIP HARTFORD,
Mobile Bay, Alabama, September 23, 1864.

SIR: The admiral acknowledges the receipt of rebel papers from you quite regularly, and thanks you for them, but he desires me to say that as he receives them now from the city of Mobile he will not trouble you further to send them.

Very respectfully, your obedient servant,

[P. DRAYTON],
Fleet Captain.

Acting Master JOS. E. STANNARD,
Commanding U. S. Bark Arthur, off Pensacola.

Order of Commander Le Roy, U. S. Navy, to Lieutenant-Commander Taylor, U. S. Navy, to proceed to Mobile Bay with dispatch for Rear-Admiral Farragut, U. S. Navy.

U. S. STEAM SLOOP OSSIFEE,
Off Galveston, Tex., September 23, 1864.

SIR: You will proceed with all dispatch with the *Kanawha* under your command to Mobile Bay and report to Rear-Admiral Farragut, handing to him the enclosed dispatch. On your way to Mobile I wish you would have the accompanying communication for Commodore Palmer forwarded by the usual channels from the South West Pass.

Should you, before reaching Mobile, after leaving the South West Pass, ascertain [that] Admiral Farragut has gone to Pensacola, you will continue on to Pensacola without touching at Mobile.

I am, sir, very respectfully, your obedient servant,

WM. E. LE ROY,

Commander, U. S. N., Comdg. 3d Div., West Gulf Blockg. Squadron.

Lieutenant-Commander B. B. TAYLOR, U. S. Navy,

Commanding U. S. S. Kanawha, off Galveston, Tex.

Report of Rear-Admiral Farragut, U. S. Navy, of the arrival of the U. S. S. Connecticut with a draft of men for the squadron.

No. 435.]

FLAGSHIP HARTFORD,
Mobile Bay, September 23, 1864.

SIR: The *Connecticut* has arrived with another draft of men. I would now inform the Department that the supply of landsmen is more than sufficient for two months to come. We have no place for any more.

We are still, however, deficient in firemen and coal heavers; also seamen.

The Department will be informed in time whenever the squadron is in want of landsmen.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Comdg. West Gulf Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

Loss of the U. S. S. Antelope in the Mississippi River, September 23, 1864.

Report of Rear-Admiral Farragut, U. S. Navy.

No. 479.]

FLAGSHIP HARTFORD,
Mobile Bay, October 15, 1864.

SIR: I regret to report the loss of the U. S. S. *Antelope*, tinclad, in the Mississippi River on the morning of the 23d of September last.

She had been sent down to Pass à l'Outre by order of Commodore Palmer to relieve the *Meteor*, and was on her way back to the city, having been reported as in a very leaky condition, when she unfortunately sank some 7 miles below New Orleans.

After receiving a report of the circumstances from Commodore Palmer and Acting Master John Ross, who was her commanding officer, I deemed it proper to convene a court of enquiry to investigate all the facts connected with her loss. The report is herewith forwarded with my approval. The court is of the opinion "that no blame can be attached to the commanding or other officers of the ship,

who appear to have done all in their power to preserve the vessel and property belonging to her," in which opinion I coincide.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Order of Rear-Admiral Farragut, U. S. Navy, convening court of enquiry.

FLAGSHIP HARTFORD,
Mobile Bay, Ala., October 1, 1864.

By virtue of authority in me vested, a court of enquiry is hereby ordered to convene on board the U. S. ship *Portsmouth* on the 6th day of October, 1864, or as soon thereafter as practicable, to investigate fully the facts connected with the loss of the U. S. S. *Antelope*.

The court will report the facts and give its opinion.

The court will be composed of the following-named officers as members, viz: Commander L. C. Sartori, Lieutenant-Commander J. C. P. de Krafft, Acting Volunteer Lieutenant C. H. Brown; and George W. Reynolds is hereby appointed the judge-advocate.

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

Statement of Acting Master Boss, U. S. Navy.

U. S. SHIP PORTSMOUTH,
Off New Orleans, October 7, 1864.

GENTLEMEN: I most respectfully tender this my statement as relating to the loss of the U. S. S. *Antelope*:

Having been ordered by Commodore J. S. Palmer to proceed with the U. S. S. *Antelope*, under my command, to Pass à l'Outre to relieve the U. S. S. *Meteor*, I found, after I had been a few days in the Pass, that the vessel was making considerable water and the leaks gradually increasing. On a thorough examination of the vessel I found the leak was not confined to any one place, but extended to all parts of the bottom and sides. On the eighth day after arriving at the Pass I sent a dispatch to Commodore J. S. Palmer stating the condition of the vessel and that I was obliged to keep up 60 pounds of steam to work the steam pumps, as we could not keep her free by the hand pumps. I kept the commodore informed of the vessel's condition. The commodore had me relieved as soon as possible and ordered me to proceed to the city, the leaks still increasing. On arriving at Quarantine I was informed that the army transport *Suffolk* was in a sinking condition; the surgeon also said there were no officers or crew on board. I immediately went to her assistance, took her in tow, and placed her on the flats, so that she would be safe, Acting Master Jordan, of the U. S. S. *Meteor*, securing her with his men. I felt it to be my duty to render every assistance, though my own vessel was in a bad condition. This was on the evening of the 22d ultimo. I then proceeded on my way for the city. At this time all the pumps were working to keep her free.

At about 4:30 a. m. of the 23d I heard some person call out, "The vessel is sinking." I instantly went forward and ordered the helm hard aport, to beach her, being on the right bank of the river. She filled rapidly. As soon as she struck I gave orders to save the ordnance and stores.

I am most happy to state that the officers and men worked with coolness and energy. All the small arms and equipments were saved and most of the vessel's furniture.

I also sent at once to Commodore Palmer for assistance. The U. S. S. *Hollyhock* was immediately sent, and with her aid the whole of the battery was gotten safely to New Orleans, and everything else that could be saved. I would here say that as soon as possible after the vessel struck the bank I had an anchor got on shore and secured her from sliding further into the river.

Acting Ensign A. H. Reynolds said he had felt a slight shock just previous to the alarm being given, rendering it possible she might have struck a snag, and if so a very slight shock would, in the condition of the vessel, be sufficient to sink her. I would also here state that previous to leaving the city I reported to Mr. Stimson, fleet carpenter, that the vessel leaked some. He came on board and examined her, and said that the vessel would do for a month or two, and on my return he would have her hauled upon the ways.

Gentlemen, trusting that my conduct may meet your approval, I am
Your obedient servant,

JOHN ROSS,
Acting Master.

Finding of court of enquiry.

The court was then closed for deliberation and after maturely weighing the evidence adduced find the following facts proven:

That her hull was very weak and in bad condition, and that in consequence of the duty which she was unexpectedly called to perform in towing a disabled steamer, and also from the blow received in striking some object in the river, the leak which she already had was so much increased as to cause her to fill.

We are of opinion that no blame can be attached to the commanding or other officers of the ship, who appear to have done all in their power to preserve the vessel and property belonging to her.

L. C. SARTORI,
Commander and Presiding Member.

G. W. REYNOLDS,
Judge-Advocate.

The court then adjourned sine die, by order of Commodore Palmer.

Letter from Brigadier-General Sherman, U. S. Army, to Brigadier-General Cameron, U. S. Army, stating the objects of the combined expedition into La Fourche district.

HEADQUARTERS DEFENSES OF NEW ORLEANS,
New Orleans, September 23, 1864.

The general commanding directs me to inform you that a thorough reconnoissance of the country about Lake Natchez and on Grand

River will be made by a combined expedition of the army and navy, the time of junction of the two forces to be at 12 m. on the 27th instant. General Cameron will designate the land force of the expedition and also the force to accompany the gunboats from Brashear and will give all the necessary instructions. Commodore Palmer has given orders concerning the gunboats. The objects of this expedition are, first, to surround and capture any of the enemy found in that region; second, to obtain a good-topographical knowledge of the country bordering Grand River; third, to explore the country with a view of ascertaining the rendezvous and haunts of rebel jayhawkers and guerrillas who have been in the habit of infesting the La Fourche country; to break up all the enemy's means of infesting this country hereafter, as well as to arrest all persons found who are known to be in the habit of assisting or giving countenance to the enemy. After this expedition is accomplished a combined reconnoissance of the army and navy will be made on Grand or Belle rivers behind Lake Verret. You will make necessary details and give the necessary instructions pertaining to the land force. Its object is, first, to capture any of the enemy who might be found; second, to make a thorough exploration of the whole island behind Lake Verret to ascertain the place of rendezvous and haunts of rebel guerrillas and jayhawkers, and to arrest all persons who are known to assist or harbor the enemy; third, to assist the navy by a close and united cooperation in clearing out Grand or Belle rivers and removing torpedoes and other obstructions. The placing of Grand and Belle rivers in a position of navigation from Brashear to Lake Natchez is one of its most important objects.

I am, sir, respectfully,

FREDERIC SPEED,
Assistant Adjutant-General.

Brigadier-General R. A. CAMERON,
Commanding La Fourche District.

Letter from Rear-Admiral Farragut, U. S. Navy, to Captain Sartori, U. S. Navy, regarding the promise that the latter should join the attacking column in Mobile Bay.

MOBILE BAY, September 24, 1864.

CAPTAIN: When I left New Orleans I promised you that I would, if possible, comply with your request by bringing in your vessel to Mobile Bay as one of the attacking column, but even the commander in chief can not always control circumstances so as to keep all his promises.

Commodore Palmer repeated to me your desire and my promise, but at the same time stated that he could not, threatened as he was, possibly spare the *Portsmouth*, as she was the only vessel he had to rely upon in case of difficulty, and I therefore told him that I would not withdraw her, as I then had vessels enough without her. I regret that I felt myself constrained to disappoint you after having made the promise and one which I so earnestly desired to fulfill.

When you applied for the *Octorara*, I had already assigned a commanding officer for her, independent of which, however, I considered

that your service would be of more advantage to the Government at New Orleans in case of any difficulty there.

In the Navy as well as in the Army there must be outposts, pickets, etc., usually, too, the most responsible positions, and it rarely happens that all can participate in the fight, although they all contribute to the success of the battle.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Commander L. C. SARTORI,
U. S. Ship Portsmouth, New Orleans.

Report of Rear-Admiral Farragut, U. S. Navy, regarding the capture by the U. S. S. Augusta Dinsmore of the schooner John.

No. 437.]

FLAGSHIP HARTFORD,
Mobile Bay, September 24, 1864.

SIR: I have the honor to report the capture of the schooner *John*, about 7 miles off Velasco-coast of Texas, with a cargo of 81 bales of cotton, on the morning of the 11th instant, by the U. S. S. *Augusta Dinsmore*, Acting Volunteer Lieutenant M. B. Crowell, commanding.

She was sent to New Orleans for adjudication in charge of Acting Ensign T. H. Paine, of the *Augusta Dinsmore*.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Rear-Admiral Farragut, U. S. Navy, regarding the capture by the U. S. S. Narcissus of the schooner Oregon.

No. 441.]

FLAGSHIP WESTERN GULF BLKDG. SQUADRON,
Mobile Bay, September 24, 1864.

SIR: I have the honor to report the capture of the schooner *Oregon* by the *Narcissus*, Acting Ensign William [G.] Jones, commanding, in Biloxi Bay, Mississippi Sound, on the morning of the 24th of August last. She has been sent to New Orleans for adjudication.

I forward herewith the prize list of the *Narcissus*.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Order of the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, regarding the U. S. S. Galena.

NAVY DEPARTMENT, *September 24, 1864.*

SIR: The Department has authorized Captain Theo. P. Greene to retain the *Galena* as a part of the East Gulf Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron, Mobile Bay.

Report of Rear-Admiral Farragut, U. S. Navy, transmitting sketch of Confederate ironclads.

No. 446.]

FLAGSHIP HARTFORD,
Mobile Bay, September 26, 1864.

SIR: In my dispatch No. 418 I had the honor to call the attention of the Department to the rebel force of ironclads in the vicinity of Mobile, and enclosed a sketch of the side-wheel ironclad ram *Nashville*.

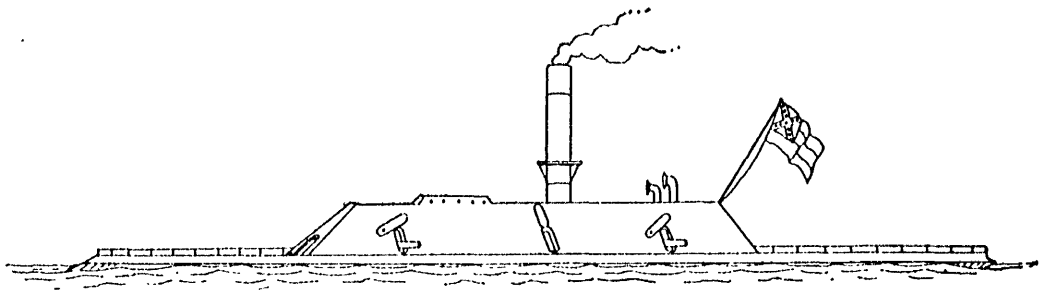
I now enclose a sketch of the two other ironclads referred to in my dispatch, viz, the *Tuscaloosa* and *Huntsville*, each mounting four guns.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

[Enclosure.]



Tuscaloosa and Huntsville, now lying off the city of Mobile.

D. G. F.

Capture by the U. S. S. Arkansas of the schooner Watchful, September 27, 1864.

Report of Rear-Admiral Farragut, U. S. Navy.

No. 475.]

FLAGSHIP HARTFORD,
Mobile Bay, October 10, 1864.

SIR: I have the honor to report the capture of the schooner *Watchful*, in latitude 28°46' N., and longitude 90°53' W., on the 27th

ultimo, by the U. S. S. *Arkansas*, Acting Volunteer Lieutenant D. Cate, commanding. She purported to be bound from New York to Matamoras. The captain represented his cargo to consist of lumber and petroleum, but, on searching her, boxes were found under the lumber which the captain acknowledged contained arms. She has been sent to New Orleans for adjudication.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear Admiral, Commanding West Gulf Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Acting Volunteer Lieutenant Cate, U. S. Navy, commanding U. S. S. *Arkansas*.

U. S. S. ARKANSAS,
Lat. 28°46' N., Long. 90°53' W., September 27, 1864.

SIR: I have the honor to report the capture of the schooner *Watchful* by this vessel, under my command, this day about 7 o'clock p. m., in 9 fathoms water, in latitude and longitude as above. She pretended to be bound from New York to Matamoras, and having sprung a leak (so said the captain), was making for New Orleans for repairs. He afterwards acknowledged the vessel was not leaking badly. He also said his cargo consisted of lumber and petroleum oil, but, on searching, boxes were also found under the lumber and the captain acknowledged they contained arms. I therefore seized the vessel as above stated.

Very respectfully, your obedient servant,

D. CATE,
*Acting Volunteer Lieutenant, Commanding U. S. S. *Arkansas*.*

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

*Report of Rear-Admiral Farragut, U. S. Navy, transmitting report of the commanding officer of the U. S. S. *Manhattan*, regarding defects in the ironclads in Mobile Bay.*

No. 447.]

FLAGSHIP HARTFORD,
Mobile Bay, September 27, 1864.

SIR: I have the honor to acknowledge the Department's dispatch of the 5th instant, desiring special reports of defects in any of the ironclad vessels used at Mobile, etc., and in compliance therewith forward the report of Commander J. W. A. Nicholson, of the *Manhattan*, the only one as yet received.

Commander Nicholson says that on the 5th August he had no difficulty in managing his vessel; she steered beautifully, etc. I had supposed it was from bad steering that he did not close in with and engage the ram *Tennessee* when we entered the bay, but it appears from his report that it was owing to the smoke of his own guns which caused the difficulty. He fired 6 shots during the two engagements.

I have the ironclads now in Mobile Bay provided with covered lighters (taken from the enemy), for the comfort of their men.

The monitors are no doubt most valuable vessels in smooth water, and ironclads are indispensable so long as our enemies have them.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

[Enclosure.]

U. S. S. MANHATTAN,
Mobile Bay, September 22, 1864.

SIR: Agreeably to your order to me of the 20th instant for "a report as to any defects of construction you may have discovered and difficulties of management you may have encountered in the vessel under your command," I reply as follows:

In construction I think a great improvement may be made by having leaders from the blower engines carried to the after part of the engine room on each side, with one small one, as at present, over the center of the main engine and entirely closing the main one at the fire room. As at present arranged the heat banks up in the engine room, while the cold air that comes into the fire room is at once drawn into the furnaces, without being of any advantage whatever in ventilation farther aft.

An improvement can be made in placing the galley by taking a small portion from one coal bunker and making it a kitchen, thus having the berth deck clear of this extra heat and also giving more room for berthing the crew. I think that the present tall ventilator pipe can be entirely dispensed with, and the galley pipe led to the smokestack instead.

During the engagement of the 5th of August I found no difficulties in management; the vessel steered beautifully, and all of her machinery worked to a charm, and although the turret and pilot house were struck very heavily, no disarrangement or jamming took place.

The only trouble that I had was from the smoke of our XV-inch guns, which was so very dense it was impossible to steer at times, as we had to be governed entirely by the eye, the compass having been unshipped.

The speed of the vessel might be very materially increased by substituting a new propeller with about 18 feet pitch instead of the present one, which has 22 feet pitch. At present we make a great deal more steam than we work up, and as our propeller is broken in one flange it would be advisable to dock the vessel at New Orleans, if possible, and make the change.

In conclusion, I would state that the apartments of officers and crew are cool in port and when under banked fires. The blower engines have been stopped since the 22d of August and the ship is perfectly comfortable.

I am, very respectfully, your obedient servant,

J. W. A. NICHOLSON,
Commander.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron.

Letter from Rear-Admiral Farragut, U. S. Navy, to Commodore Palmer, U. S. Navy, regarding a commanding officer for the U. S. S. Nyanza.

FLAGSHIP HARTFORD,
Mobile Bay, September 30, 1864.

COMMODORE: Acting Volunteer Lieutenant Boutelle reports to you by this mail for the command of the *Nyanza*.

In one of your letters you expressed a desire to retain Lieutenant Washburn for some expedition in conjunction with the army in Berwick Bay. If you still think it advisable you will so retain him until his services can be dispensed with.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Commodore J. S. PALMER,
Commanding First Division, New Orleans.

Order of Acting Master Lundt, U. S. Navy, to Acting Master Almy, U. S. Navy, to proceed to New York in charge of prize schooner Water Witch.

U. S. SHIP ARTHUR,
Off Aransas Pass, Tex., September 30, 1864.

SIR: Proceed with the schooner *Water Witch* under your charge to the port of New York and there deliver her, together with the accompanying papers (which are all that were found on board) and the persons retained as witnesses, to the judge of the U. S. district court or to the U. S. prize commissioners at that place, taking his or their receipt for the same. You will not deliver either her, the papers, or the witnesses to the order of any other person or parties unless directed to act otherwise by the Navy Department or flag-officer commanding the squadron.

The schooner *Water Witch* was seized by this vessel, under my command, on the 24th day of August, 1862, off this port, for violating the rules governing the blockade at present instituted by the United States; and of the circumstances attending the case you are sufficiently aware and will communicate them when required to do so by competent authority.

On your arrival at New York, and immediately after you have visited the judge or prize commissioners, you will call upon the U. S. district attorney thereat, show him these instructions, and give him any information concerning the seizure he may solicit. Then you will next report yourself in person to the commanding officer of the navy yard thereat, show him also these instructions, and ask his directions, when needed, as to the disposition of yourself and the rest constituting the prize crew. Finally, when duly notified by the judge, prize commissioners, or district attorney that your services are no longer wanted by the court, you will at once return to your vessel, taking with you the men under your command and the receipt above alluded to, unless otherwise ordered by superior authority.

You will receive herewith a communication for the Secretary of the Navy, giving him a detailed account of the seizure. This you will mail immediately on your arrival at New York.

Your attention is called to the annexed circular lately issued from the Navy Department, to which have been added, since it was issued, the words in the last paragraph beginning with "together with a descriptive list," etc., which you will see is complied with in every particular before sailing with your prize.

Very respectfully, your obedient servant,

W. O. LUNDT,
Commanding U. S. Bark *Arthur*.

G. B. ALMY,
Acting Master, U. S. Navy.

Stations of vessels composing the West Gulf Blockading Squadron, October 1, 1864.

No. 459.]

FLAGSHIP HARTFORD, October 1, 1864.

SIR: I have the honor to report the following as the disposition of the vessels of this squadron at this date, viz:

At the East Pass of Santa Rosa Island.—Steamer *Bloomer* and sailing vessel *Charlotte*.

In Pensacola Bay, some coaling and some repairing.—Steamers *Richmond*, *Cayuga*, *Genesee*, *Jasmine*, *Kanawha*, *Lackawanna*, *Metacomet*, *Pembina*; tugs *Buckthorn* and *Cowslip*; and sailing vessels *Potomac*, *W. G. Anderson*, *Arthur*, *Kittatinny*, and *J. C. Kuhn*.

In Mobile Bay.—Steamers *Hartford*, *Kennebec*, *Monongahela*, *Octorara*, *Pinola*, *Port Royal*, *Rodolph* (tinclad), *Stockdale* (tinclad), *Sebago*, *Chickasaw*, and *Winnebago* (ironclads, double-turreted), *Manhattan* (single-turreted); tugs *Althea*, *Narcissus*, *Pink*, *Tritonia*, and sailing vessel *Maria A. Wood*.

In Mississippi Sound.—Steamer *J. P. Jackson*, tug *Rose*, and sailing vessel *Bohio*.

At Ship Island.—Sailing vessel *Vincennes*.

In Lake Pontchartrain.—Steamers *Tallahatchie* (tinclad), and *Fort Gaines*; sailing yacht *Corypheus*.

At New Orleans, some coaling and some repairing.—Steamers *Antona*, *Arizona*, *Conemaugh*, *Elk* (tinclad), *Estrella*, *Meteor* (tinclad), *Mobile*, *Oneida*, *Princess Royal*, *Selma*, *Tennessee* (ironclad ram), *Virginia*, and sailing vessels *Fearnot* and *Portsmouth*.

At South West Pass.—Sailing vessel *Pampero*.

At Pass à l'Outre.—Steamer *Antelope* (tinclad).

In Berwick Bay.—Steamers *Nyanza* (tinclad), *Glide* (tinclad), *Carabasset* (tinclad).

At Calcasieu.—Steamers *Owasco* and *Penguin*.

At Sabine Pass.—Steamers *Gertrude* and *Pocahontas*.

Off Galveston.—Steamers *Ossipee*, *Aroostook*, *Chocura*, *Cornubia*, *Katahdin*, *New London*, and *Seminole*; also *Bienville*.

At Velasco.—Steamer *Sciota*.

Off Brazos Santiago.—Steamer *Penobscot*.

Off the Rio Grande.—Steamers *Itasca* and *Kineo*.

The steamers *Arkansas* and *Augusta Dinsmore* run as dispatch boats and supply vessels between New Orleans and the coast of Texas; the tugs *Hollyhock* and *Ida* run between New Orleans and the mouth of

the Mississippi, and the *Glasgow* is used as a dispatch boat between Mobile Bay and New Orleans.

The steamer *Galena* is off Key West, as I have mentioned in dispatch No. 381.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, in relation to the Department's order assigning the latter to command the naval forces in operations against Wilmington, N. C.

Confidential.]

NAVY DEPARTMENT, October 1, 1864.

SIR: Your confidential dispatch of the 22d ultimo by the *Connecticut* was received this morning, expressing surprise that you should have been selected for the important duty therein mentioned. It is proper to state that the selection was made after consultation with General Grant and because of the very great confidence of the Department and the Government in your ability to succeed. Your dispatch, No. 372, dated August 27, had not been received when the letter of the Department of the 5th of September was written. No intimation of indisposition or want of rest or exercise had been received, and there being still a great work to be accomplished the country, as well as the Department, looks to you as the proper man for its accomplishment.

Your letter of the 27th of August was received on the 9th of September, and the Department proceeded at once to adopt other measures for the Wilmington expedition. That letter was the first intimation of impaired health and overtaxed energies. Immediate measures were taken to substitute another for the duties that had been confided to you, but as your dispatches of the 29th August stated that General Canby had not sufficient force for any extensive military demonstration against Mobile, and on the 7th of September you wrote that he had "withdrawn all his forces from the bay except a garrison for each of the forts," it was not supposed you would longer remain in the Gulf. With this impression and in the expectation that you would proceed North under the orders which had been issued, the Department addressed you a letter on the 22d ultimo, which was forwarded to Port Royal, relieving you from the proposed expedition against Wilmington and substituting Rear-Admiral Porter. A copy of that dispatch is herewith annexed.

Your dispatch, No. 427, of the 19th September is the first intimation which the Department has received that he or the military authorities would "probably be able to renew military operations in this quarter (on the Gulf) in a short time;" and your confidential dispatch of the 22d ultimo, No. 432, advises me that you are "anxious to finish up the work we have so successfully begun."

The Department fully approves the conclusion to which you have arrived, of active cooperation against Mobile, and only regrets that it was not earlier informed by the military authorities of the intentions

and movements of the army in that quarter and of your ability and disposition to perform the duty that devolves on the naval commander.

Rear-Admiral Porter has this day been directed to send to your squadron the two monitors from his command, as requested in your dispatch, and I trust they may be as servicable to you as the two which you now have in the bay. You have, in all your movements, the best wishes of the Department and of the whole country; and it is my earnest desire and injunction that you will not overtax your physical or mental powers in the efforts you are making.

Aware of what you had done and are doing, the Department, in its contemplated demonstration against Wilmington, proposed to take upon itself and to devolve upon others the labor of collecting and placing at your disposal the force which may be essential to make that demonstration effective.

The Department, like yourself, appreciates the great difficulties that present themselves against a purely naval operation against Wilmington, and it is only in cooperation with the army that the movement is made. Could the capture of the place or the closing of the port have been effected by a purely naval attack, the work would have long since been effected. But as at Mobile, and more essential than there, we have been compelled to wait the movements of the military.

I am gratified that you are to have this active cooperation at Mobile, and God grant that the efforts of yourself and of Admiral Porter may be each successful.

Wishing you health and such success as will insure your early return,
I am, my dear sir, very truly, yours,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. G. FARRAGUT,
Mobile Bay.

Letter from Rear-Admiral Farragut, U. S. Navy, to the judge of prize court, Boston, regarding the capture of the C. S. ram Tennessee.

FLAGSHIP HARTFORD,
Mobile Bay, October 1, 1864.

SIR: I have to report the capture of the late rebel ironclad steamer *Tennessee* in Mobile Bay, on the 5th day of August last, by part of the fleet under my command and under the following circumstances:

On the morning of that day I attacked the batteries of Fort Morgan, which commands the entrance of the bay, with the following vessels, viz, *Hartford, Brooklyn, Richmond, Lackawanna, Monongahela, Ossipee, Seminole, Oneida, Metacomet, Octorara, Port Royal, Kennebec, Itasca, Galena*, and the ironclads *Tecumseh, Manhattan, Winnebago*, and *Chickasaw*, eighteen vessels in all. When abreast of the fort, and about half past 7 o'clock, the ironclad *Tecumseh*, the vessel most in advance, was sunk almost instantaneously by a torpedo, and nearly all on board perished.

After passing the fort the fleet was attacked and fired into by the ironclad steamer *Tennessee*, but all the ships had succeeded in getting beyond the range of the guns of the fort, and were anchored or about to anchor, when the *Tennessee* was observed approaching from under

the guns of the fort, with the intention, apparently, of resuming the contest. The fight was renewed and continued with great fierceness until 10 o'clock a. m., when the *Tennessee* struck her flag and surrendered. All the vessels mentioned above, with the exception of the *Tecumseh*, which had sunk as above stated, were inside the bay and within easy signal distance, and in condition to render effective aid at the time of her capture.

The following vessels of my squadron were outside the bay or off Mobile Bar on that morning, viz, *Genesee*, *Sebago*, side-wheel steamer *Tennessee* (now called the *Mobile*), the *Buckthorn*, *Cowslip*, *Pinola*, but, as between them and Mobile Bay were the batteries of Forts Morgan and Gaines, it is for the court to decide whether these vessels can share in the prize under the provisions of section 10 of the prize law of June 3, 1864, which says: "All vessels of the Navy within signal distance of the vessel or vessels making the capture under such circumstances and in such condition as to be able to render effective aid, if required, shall share in the prize." Even if the vessels last named were within signal distance, which is doubtful, they could have rendered no effective aid in the capture.

The *Conemaugh*, *J. P. Jackson*, *Estrella*, *Narcissus*, *Stockdale*, and *Glasgow*, also belonging to this squadron, were in Mississippi Sound, but between them and the bay was the rebel Fort Powell, commanding a narrow channel—completely obstructed by piles. Even if within signal distance, they could have rendered no effective aid.

The prize *Tennessee* is now in the United States service, as one of the squadron under my command. I forward herewith a complete and accurate appraisement and inventory made by persons as competent and impartial as could be obtained of her hull, armor, armament, ordnance stores, etc., in accordance with the provisions of the 27th section of the prize law before cited, to the United States prize court at Boston, by direction of the Secretary of the Navy, for adjudication.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

JUDGE OF THE U. S. PRIZE COURT,
Boston.

[Letter of October 5, of like tenor, relating to the captured steamer *Selma* and four lighters.—COMPILER.]

Report of Rear-Admiral Farragut, U. S. Navy, regarding the oversupply of men for the West Gulf Squadron.

No. 461.]

FLAGSHIP HARTFORD,
Mobile Bay, October 2, 1864.

SIR: In my dispatch, No. 435, dated September 23, I had the honor to inform the Department that I had more than a supply of landsmen for this squadron and that I had no place for any more.

The *Kensington* has just arrived with another draft of men, and I am at a loss what to do with them.

I desire to call the attention of the Department to the great risk incurred in thus overcrowding our vessels. We have yellow fever on

both sides of us, at New Orleans and Key West, and it will require great care and strict watchfulness to guard the fleet from this dreadful scourge.

Though some inconvenience may be experienced in keeping a surplus of men on the receiving ships at the North, yet that is nothing to the risk and danger of overcrowding vessels in this climate and at this season. I may add in this connection that the condition in which these new recruits arrive here, dirty in person and nearly destitute of clothing, increases the risk.

The *Kensington* stopped off Key West, but Captain Greene refused to take any of the men, on the ground, which appears to me to be a just one, they would only fall victims to the yellow fever.

I trust, therefore, that the Department will issue orders to send no more ordinary seamen, landsmen, firemen, and coal heavers to this squadron. I am still, however, greatly in want of 100 seamen, for whom I could find place.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

Letter from Captain Drayton, U. S. Navy, to Captain Jenkins, U. S. Navy.

U. S. FLAGSHIP HARTFORD, *October 4, 1864.*

MY DEAR JENKINS: There is no objection to the mulatto and wife going ashore at Pilot Town, if they can find a place there.

Asboth has returned with a broken arm and a gunshot wound in the face. Result, Colonel Montgomery and 80 rebel prisoners, 400 cattle, from 300 to 400 contrabands, etc. This I get from Dr. Palmer, and it may be considered, I suppose, a success.

I send you a paper. Return it when read.

Yours,

P. D[RAYTON].

Order of Rear-Admiral Farragut, U. S. Navy, to Commodore Palmer, U. S. Navy, regarding the schooner Julia.

FLAGSHIP HARTFORD,
Mobile Bay, October 4, 1864.

COMMODORE: The papers in Stockbridge's case are herewith returned. You can inform him that if the schooner *Julia* is brought out openly and delivered up to the blockading fleet the schooner will be sent to New Orleans, where she will be delivered over to the proper authorities without any claim upon her by our vessels as a prize; but if she attempts to avoid the blockading fleet she will be seized as a prize.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Commodore J. S. PALMER,

Commanding First Division, etc., New Orleans.

Letter from Captain Pennock, U. S. Navy, to Major-General Canby, U. S. Army, regarding the transfer of the U. S. monitors Milwaukee and Kickapoo for duty in Mobile Bay.

U. S. MISSISSIPPI SQUADRON,
Flagship Black Hawk, Mound City, Ill., October 4, 1864.

GENERAL: I have the honor to acknowledge the receipt of your communication of the 20th ultimo to Admiral Porter, and to inform you that, previous to his departure for the East, he ordered the double-turreted monitors *Milwaukee* and *Kickapoo* to be sent as soon as possible to Admiral Farragut at Mobile. We shall then be left with only two small monitors, both undergoing repairs. I trust the admiral will send us, in exchange, the monitor *Manhattan* and the ram *Tennessee*, as we require their services in the Lower Mississippi. It will give me great pleasure, general, to cooperate with you, and afford you all the assistance in my power should you require it. The *Milwaukee* may be retained a few days between Cairo and Memphis, on account of low water.

Very respectfully, your obedient servant,

A. M. PENNOCK,
Captain, Commanding Mississippi Squadron.

Major-General E. R. S. CANBY,
Comandg. Mil. Div. of West Miss., New Orleans, La.

Capture of the schooner Annie Virden, October 5, 1864.

Report of Rear-Admiral Farragut, U. S. Navy.

No. 493.]

FLAGSHIP HARTFORD,
Mobile Bay, October 19, 1864.

SIR: I have the pleasure to report the capture of the schooner *Annie Virden*, under British colors, some 60 miles to the southward of Velasco, out of San Bernard River, Texas, by the U. S. S. *Mobile*, Acting Volunteer Lieutenant P. Giraud, on the 5th instant, with a cargo of 73 bales of cotton. She has been sent to New Orleans.

As Captain Giraud reports that her master is a Northern man, and been long engaged in this business, I have directed Commodore Palmer to detain him and any of his crew who may be Americans until further orders from me.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Acting Volunteer Lieutenant Giraud, U. S. Navy, commanding U. S. S. *Mobile*.

U. S. S. MOBILE,
Off Galveston, October 7, 1864.

SIR: I have the honor to report the capture by this ship, on the 5th, of the schooner *Annie Virden*, under British colors, 60 miles to the

southward of Velasco, out of Saint [San] Bernard River, Texas, bound to Tampico, with a cargo of 73 bales of cotton and a crew of 6 men, including the captain. He threw overboard his papers and acknowledged himself a blockade runner. I sent a prize crew on board in charge of an officer, with orders to proceed to New Orleans. The captain is a Northern man and has been engaged in this business for a long time. I sincerely hope he may be held a prisoner.

Very respectfully, your obedient servant,

P. GIRAUD,
Acting Volunteer Lieutenant, Commanding.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron.

Letter from Assistant Secretary of the Navy to Commander Whiting, U. S. Navy, regarding disposition of crew of the prize.

NAVY DEPARTMENT, *July 10, 1865.*

SIR: In reply to your enquiry of the 3d instant, I would state that a schooner, called the *Annie Varden*, was captured off Velasco, Tex., October 5, 1864, by the U. S. S. *Mobile*, and sent to New Orleans for adjudication. It is not known what became of her crew. They were most likely, if foreigners, discharged from custody at New Orleans.

Very respectfully, etc.,

G. V. FOX,
Assistant Secretary of the Navy.

Commander Wm. B. WHITING, U. S. Navy,
Naval Observatory, Washington.

Order of the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, to forward specimens of torpedoes to the Ordnance Establishment, at Washington navy yard.

NAVY DEPARTMENT, *October 6, 1864.*

SIR: The Department is collecting and preserving at the Ordnance Establishment, Washington navy yard, the different varieties of torpedoes that are picked up, and desires you to have forwarded to that establishment as convenient opportunities offer, one of each of the several varieties that are recovered by the forces under your command.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron, Mobile Bay.

Order of the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, regarding repairs to the captured ram Tennessee.

NAVY DEPARTMENT, *October 6, 1864.*

SIR: Your dispatch of the 19th ultimo (No. 428) in relation to the ram *Tennessee* has been received, and its enclosure,

You will use your discretion as to going on with repairs of the *Tennessee*. It may be well to have her in fighting order.

The decision of the court need not be waited for.

Very respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron, New Orleans.

Memorandum regarding Apalachicola Bay, River, and tributaries.

OFFICE OF CHIEF ENGINEER,
MILITARY DIVISION OF WEST MISSISSIPPI,
New Orleans, La., October 6, 1864.

Memorandum of statement of Harrison Lewis, resident of Apalachicola City, where he was raised; left there a little more than a year since; was seaman assisting the bay pilots; is ignorant; a Spaniard, and speaks English with difficulty.

Bay.—St. George's Sound can be entered with 17 feet; thence can be carried into the bay, with very careful pilotage, 6 feet. The best entrance to the bay is by West Pass, which gives 13 to 13½ feet at high water. From the bay to the city or into the river 6 to 6½ feet can be carried, either by the short course from West Pass (crossing Tow Head Shoal, about 3 miles from city, on a course N. N. W.) or by Cat Point, through the circuitous and intricate channel. (See Pittsfield's statement.)

River.—Is not so well acquainted with the rivers; is certain 6 feet can be carried up to Columbus at high water, which he says begins in November and continues four or five months. The steamboats draw when light 3 to 4 feet on these rivers and carry that depth up to Columbus during low-water months. He speaks indistinctly of a shoal called the "Arrows," on the Apalachicola River, at 35 miles from its mouth, which he says only affords 3½ feet at low water. This seems doubtful, if Pittsfield's statement that tide water extends up to junction of Chattahoochee and Flint is correct.

Says he can pilot vessels across the bars, but the best pilot is Elias Roderick, living on St. George's Island, who knows every inch of the bay and adjacent waters.

Lewis can be found by Colonel [Harai] Robinson, provost-marshal, Department of the Gulf.

M. D. McALESTER,
Captain of Engineers.

[Endorsement.]

HEADQUARTERS MILITARY DIVISION WEST MISSISSIPPI,
New Orleans, October 6, 1864.

A true copy. Respectfully furnished Rear-Admiral D. G. Farragut, commanding West Gulf Blockading Squadron, for his information.

C. T. CHRISTENSEN,
Lieutenant-Colonel, Assistant Adjutant-General.

Letter from Captain Drayton, U. S. Navy, to Captain Jenkins, U. S. Navy, referring to ironclads.

U. S. FLAGSHIP HARTFORD, *October 6, 1864.*

MY DEAR JENKINS: We have no information that any more ironclads are coming, although they would be a most important addition to our force. Should any arrive, however, at New Orleans en route, I will keep your executive in mind.

I agree with you that the bureaus are becoming a nuisance, which should be abated. Having the ear of the Secretary, they sprung on us the most outrageous orders, issued for private convenience, without—half the time—the least regard for the interests or well-being of the Navy, further than concerns their *specialité*.

We should at least, however, insist on civility.

I sent the paper.

The army telegraph off this morning that gold in New York was 185.

Yours, truly,

P. DRAYTON.

Order of Rear-Admiral Farragut, U. S. Navy, to Commander Strong, U. S. Navy, commanding U. S. S. Monongahela, to proceed to blockade duty on Texas coast.

FLAGSHIP HARTFORD,
Mobile Bay, Ala., October 7, 1864.

SIR: You will proceed down to the coast of Texas in the *Monongahela* to cruise along between Calcasieu and Brazos Santiago at the distance of from 20 to 100 miles from the shore. The object is to keep your fine vessel in the way of interrupting blockade runners in their departure from or approach to the blockaded ports.

I do not wish you to interfere with the command of Commander Le Roy, but as soon as your coal is sufficiently reduced to authorize your replenishing you will return to Pensacola, reporting to the commanding officer there and reporting to me by letter for further orders.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Commander JAS. H. STRONG,
Commanding U. S. S. Monongahela, Mobile Bay, Ala.

Letter from Rear-Admiral Farragut, U. S. Navy, to the commandant navy yard, New York, forwarding an anchor from the U. S. S. Hartford.

FLAGSHIP HARTFORD,
Mobile Bay, October 7, 1864.

ADMIRAL: I send to the New York navy yard one of the anchors of the *Hartford*, which was struck by the rebel ram *Tennessee* in our collision with that vessel on the 5th of August last.

As I could not well have it repaired at Pensacola, I have had it put on board the *Horace Beals* to be delivered to you either for repairs or to be kept as a curiosity.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Rear-Admiral H. PAULDING,
Commandant of New York Navy Yard.

*Attack upon U. S. S. Sebago by Confederate batteries in Mobile Bay,
October 9, 1864.*

Report of Rear-Admiral Farragut, U. S. Navy, transmitting report of commanding officer.

No. 481.]

FLAGSHIP HARTFORD,
Mobile Bay, October 15, 1864.

SIR: I forward herewith (marked No. 1) a copy of a report by Lieutenant-Commander Fitzhugh, of the *Sebago*, of the circumstances attending the firing upon his vessel on the morning of the 9th instant by the rebels when stationed at the upper end of the bay as one of the squadron now guarding the immediate approaches to the city of Mobile.

Acting Ensign Charles B. Dorrance and Edgar A. Miller (landsmen) were killed, and John Gray (captain forecandle), Jeremiah Carthy (landsmen), and Christopher McLaughlin (landsmen) were wounded.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.
HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Lieutenant-Commander Fitzhugh, U. S. Navy, commanding U. S. S. *Sebago*.

U. S. S. SEBAGO,
Mobile Bay, October 9, 1864.

SIR: I have to report to you that at about 6:30 a. m. of this date, while this ship was at an anchor to the southward and westward of Freeman's wharf, the enemy opened fire with a fieldpiece to the northward of the wharf, his shot falling short of us. Went to quarters, and while ascertaining the position of the guns were opened upon by two rifle guns to the southward of the wharf, the shell passing over the ship. Returned the fire with 100-pounder rifle and IX-inch guns, the shell striking over and about the enemy's battery, doing but little damage. The enemy fired about fifteen rifle shells over and about the ship, three of which struck, one the deck forward in circle for 100-pounder; one, ship's side under starboard main chains; one striking square-sail yard and port forward waist boat. At 7:30, having fired 23 shells, weighed and stood off.

I regret to report the following casualties: Edgar A. Miller (landsmen), killed; Charles B. Dorrance, acting ensign, left leg amputated; John Gray (captain forecandle), dangerously wounded in the forehead;

Jeremiah Carthy (landsman), slightly wounded in forehead; Christopher McLaughlin (landsman), wounded in the hand. All the above-named were struck by a shell which struck the deck and exploded.

There was no evidence of earthworks when these guns were fired; they were so masked as to make them difficult to be seen. I regret to state, since writing the above, the death of Acting Ensign Dorrance.

I am, sir, very respectfully,

W. E. FITZHUGH,
Lieutenant-Commander.

Lieutenant-Commander W. W. Low,
Commanding U. S. S. Octorara and Senior Officer off Mobile.

Abstract log of the U. S. S. Sebago, Lieutenant-Commander W. E. Fitzhugh, U. S. Navy, commanding.

October 8, 1864.—Mobile Bay. At 5:45 a. m. the enemy opened fire on us from the east shore, firing four shots from a fieldpiece, all of which fell short. Threw three IX-inch shell; fell short of the beach. At 9 a. m. at quarters for inspection. Saw a party of rebels ashore throwing up breastworks; trained the 100-pounder rifle on them and threw a shell over them, which burst in the woods just beyond them.

October 9.—Mobile Bay. At 6:30 a. m. batteries on shore opened fire on us. At 7 returned the fire. During the engagement Acting Ensign C. B. Dorrance, John Gray, coal heaver; E. A. Miller, landsman; Christopher McLaughlin, landsman, and Jeremiah Carthy, landsman, were wounded. E. A. Miller since died. At 7:30 ceased firing, got underway, and stood toward the *Octorara*. Number of shell fired: IX-inch, 21; 100-pounder rifle, 2. At 8 came to anchor. At 10:45 Surgeon Coan, assisted by Surgeon Edward R. Dodge, of the *Octorara*, amputated Mr. Dorrance's left leg between the knee and hip joint, resulting from the wound received in action this morning. At 1:40 p. m. Acting Ensign C. B. Dorrance departed this life from the effects of wounds received in the engagement this morning.

Report of Commander Le Roy, U. S. Navy, commanding Third Division, regarding general matters off Galveston.

U. S. STEAM SLOOP OSSIPEE,
Off Galveston, October 10, 1864.

ADMIRAL: I have the honor to report the arrival of the *Pembina* this morning.

I have nothing new to communicate since my last advices by the *Arkansas*.

The *Owasco* arrived on Saturday noon, and during the rough weather of that day and night, though not very severe, she opened so that her commander requested a survey, which was held this day, and the result I enclose under cover to yourself.

The condition of the *Owasco* is such [that] I will order Lieutenant-Commander Kirkland to report to you at Mobile Bay.

The *Katahdin* is still in the hands of the boiler makers, and will probably not be ready for service under a week's time. She is evi-

dently in not very good condition, but Lieutenant-Commander Irwin seems desirous of keeping his ship as long at work as it is prudent to do so, even when I think most other commanding officers would be urgent to get into port. I recommend his case especially for your consideration.

The gunboats generally are complaining.

The *Penguin* I have not been permitted to bring here for survey on account of not being able to supply her place.

Two coal barks, the *Adevide* and *Alexander McNeill*, have arrived within a few days.

The *Pembina* brought a draft of men, which I will endeavor to divide out to the best advantage. The want is principally in seamen and ordinary seamen, the landsmen being over what is required. Seamen are especially wanted, and many of the vessels are badly off for petty officers.

I am unable at present to ascertain the number of seamen required, but I think about 25 good seamen and the same number of ordinary seamen could be disposed of to advantage.

I regret to notice remittent fever prevails to some extent throughout this division. One case [is] so severe, an officer of the *Sciota*, as to induce at one time the fear it was the yellow type, and the surgeon has recommended him to be sent to the hospital at Pensacola, and he has been transferred to the *Owasco*.

Masters' mates are badly wanted. By the promotion of Mr. Win-good, of this ship, I am left without a single master's mate. Lieutenant-Commander Maxwell reports picking up some people from a sinking schooner under the French flag, and I have directed Lieutenant-Commander Kirkland to receive them on board the *Owasco* for passage, and the original report of Lieutenant-Commander Maxwell I forward for your information.

On Friday last I communicated with the shore through flag of truce, but have received as yet no reply to my dispatch, asking for the number of our naval prisoners now in Texas.

11th October.—I regret to report that Acting Ensign G. W. Coffin, who was transferred yesterday to the *Owasco*, departed this life this morning on board that vessel.

I am, sir, very respectfully, your obedient servant,

WM. E. LE ROY,

Commander, U. S. Navy, Comdg. 3d Division,
West Gulf Blockading Squadron.

Rear-Admiral D. G. FARRAGUT, U. S. Navy,
Commanding West Gulf Blockading Squadron, Mobile Bay.

Letter from Rear-Admiral Farragut, U. S. Navy, to Commodore Palmer, U. S. Navy, regarding a proposed expedition to Pass Christian or Biloxi.

FLAGSHIP HARTFORD,
Mobile Bay, October 10, 1864.

COMMODORE: In reference to the expedition mentioned in your letter * of the 7th instant, to land soldiers at Pass Christian and Biloxi,

I have questioned very closely Acting Ensign Jones, the captain of the *Narcissus*, who is familiar with the sound and the localities in and around Biloxi. He says there are no salt works in Biloxi or near it. There are not three able-bodied men there. The inhabitants are women and children, mostly of Union sympathizers, and from whom we receive chickens and eggs occasionally in return for articles mostly needed by them, such as tea, coffee, etc. There are no soldiers in the vicinity, nor have there been since our presence here. To turn loose sailors and soldiers among them would be to deprive these poor people of the little they have to subsist on.

Captain Jones informs me that the salt works are immediately on the coast, and that there is not the slightest difficulty in his going there at any moment with one tinclad to accompany him and destroy them, and he does not think that a gun would be fired on either side. He also states that he never heard of any soldiers being at Pass Christian.

We recently sent an expedition to Fish River for lumber for the army, and it brought upon us many destitute refugees, whom we have since been obliged to send to New Orleans in consequence of their having lost their all, even their beds being taken from them.

I can not object to such an expedition as the one you have spoken of, but I regret it, as I can see no good that can result from it. You will please submit these views to Generals Canby and Sherman.

If, however, the expedition is determined on, I trust that Biloxi at least will be spared. The salt works being to the westward of that place, there does not appear to be any necessity for landing there, particularly as there is a fine wharf at Mississippi City.

You will send a reliable officer in charge; a regular if possible.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Commodore J. S. PALMER,
Commanding First Division, etc., New Orleans.

Report of Rear-Admiral Farragut, U. S. Navy, regarding the prevalence of yellow fever at New Orleans.

No. 474.]

FLAGSHIP HARTFORD,
Mobile Bay, October 10, 1864.

SIR: I have to report that the yellow fever has again broken out in New Orleans and a number of my vessels there, upon which it has appeared, have been sent to the Quarantine station. Among them is the ironclad *Tennessee*. She is not at present habitable, and her officers and crew have been removed to quarters on shore.

Fifty cases have been reported from the hospital at New Orleans up to the present time, of which 12 have turned out fatally. We have had a norther for several days, which I hope may have a beneficial effect.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Capture by the U. S. S. Chocura of the British schooner Louisa, October 12, 1864.

Report of Rear-Admiral Farragut, U. S. Navy.

No. 501.]

FLAGSHIP HARTFORD,
Mobile Bay, October 25, 1864.

SIR: I have the honor to report the capture on the 12th instant of the British schooner *Louisa* by the U. S. S. *Chocura*, Lieutenant-Commander R. W. Meade, jr., with a general cargo.

The *Louisa* belongs to Nassau [New Providence], and was ostensibly bound from Havana to Matamoras, but when first discovered was heading for Aransas Pass, with a free wind and her square sail set. She tried to escape, but ineffectually. She has been sent to New Orleans for adjudication.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

Report of Lieutenant-Commander Meade, U. S. Navy, commanding U. S. S. *Chocura*.

U. S. S. CHOCURA,
Off Aransas Pass, Tex., October 12, 1864.

SIR: I have the honor to inform you that this morning, whilst at anchor off Aransas light-house, I discovered a fore-and-aft schooner bearing E. N. E., distant about 8 miles, and steering with the wind free to the northward and westward.

Chase was given, and upon our making all sail to head the stranger off, she bore up to cross our bows, making more sail at the same time to get inshore of us. Finding that she could not effect her object of getting between us and the land, she tacked and stood offshore to southward and eastward, but we gained upon her rapidly and at 10:45 a. m. hove her to with a shot from the pivot gun. She proved to be the British schooner *Louisa*, of Nassau, New Providence, from Havana, ostensibly bound to Matamoras, but being nearly 200 miles out of her course, close to the blockaded coast and steering away from the port she claimed to be bound to, together with the other suspicious circumstances alluded to, of her running in with a free wind for the rebel coast, I seized her as lawful prize and have sent her in to New Orleans for adjudication.

Her cargo is general; she has bar iron and steel, tools for intrenching purposes, and liquors, the latter not being on the manifest. I transmit by this mail a complete list of the officers and crew entitled to share in the prize.

Very respectfully, your obedient servant,

RICHARD W. MEADE, JR.,

Lieutenant-Commander, U. S. Navy.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Lieutenant-Commander Perkins, U. S. Navy, commanding U. S. monitor Chickasaw, regarding the defects in that vessel.

U. S. IRONCLAD CHICKASAW,
Mobile Bay, October 13, 1864.

SIR: In obedience to your order of the 20th ultimo I have the honor to make the following report in relation to the defects of this vessel:

During the engagement of August 5, 1864, while passing the forts and under a severe fire, the distance being from 300 to 500 yards, 75 shell were fired from the two turrets, both of which worked admirably.

Afterwards, in the engagement with the ram *Tennessee*, 52 solid shot were fired in a short time and with great accuracy, the distance being from 50 to 10 yards. Seventy-pound charges were used with solid shot. The only difficulty experienced was with the steering gear, which parted, but we were able to manage the vessel by her engines.

Subsequently, in the bombardment of Forts Powell, Gaines, and Morgan, 170 shell were expended at ranges varying from 500 to 1,000 yards. With this experience I can say that the vessel has in every way given satisfaction. Still there are certain defects, and I would respectfully make the following suggestions: That the deck be strengthened by the addition of 1-inch of iron plating, by which the draft of water will not be materially increased. This extra plating is particularly needed over the magazines, shell rooms, and steam pipes, as the deck has already been penetrated by a direct shot from an 80-pounder rifle, which, although it rebounded, caused sufficient friction to set fire to the hammocks stowed below.

The top of the magazines and shell rooms is in direct contact with the deck, and should be lowered at least 1 foot and made heavier. It is very necessary that portholes, with slots, be made in the turrets, particularly in the after one, as during action it is impossible to give directions to the officer there by means of speaking tubes leading from the pilot house.

Spare steering gear should be rove and so arranged as to be worked from the berth deck in case of any accident to that now in use.

The awning stanchions are made of wood 5 inches square, set into the deck and resting on the lower lining, thereby weakening the deck. Iron gas pipe, fitted to the deck and supported by small iron braces, would be stronger, more durable, take up less room for stowage, and remedy the above defect.

I would state that the blower hatches as now arranged are so situated that when the guns are fired over them the concussion bursts the air conductors; thus most of the fire is carried below, the passing of powder endangered, and the air fouled.

I would suggest that one hatch be made for each pair of blowers, the after hatch to be placed amidship and just forward of the turret, the forward hatch amidship and just abaft the turret. The defect will thus be remedied, as the guns of the forward turret can not be fired directly aft or those of the after turret directly forward. Further, the air from the blower hatches should be conducted through water-tight conductors below the lower deck, discharging upward through ventilators. The present system of ventilation is very bad; the heat in the midship portion of the vessel being so intense as to prevent living below. This is caused by the steam pipes, which run through the distance of 64 feet from the boilers to the engine room. I suggest that

these pipes be made of copper, thoroughly tested by hydraulic pressure, covered with plaster of Paris and hair felt, and encased in wood, to be led along the wings of the vessel and enclosed in a water-tight bulkhead. This arrangement presents the following advantages:

- 1st. Strengthening the vessel.
- 2d. Affording a water-tight compartment in case of being rammed.
- 3d. Preventing injury to persons below in case of damage to the steam pipes.
- 4th. Enclosing the heat, which can be passed off through small deck ventilators.

Hatches with gratings should be put in the deck over each section of the boilers and abaft the bulkhead in the rear of the engine room, those over the boilers being necessary for repairing and cleaning boilers, besides ventilation.

I would also recommend that stop valves be put in the steam pipes near the boilers to shut off steam from one at a time. As now arranged, a shot striking one of the pipes or any accident happening to either would disable the whole ship, with the exception of the forward turret.

If these vessels are to be used in salt water, all the steam pipes should be made of copper.

A steam pump should be put in the vessel, to be used in case of fire, as well as for the bilge and condensing purposes.

The protection around the smokestack is not sufficient; it should be 6 feet in height and 6 inches in thickness and well secured to the deck. As it is now, if a shot should strike it, the greater part would be carried away.

If the guns were run out by levers, as on the monitors, instead of by side tackles, fewer men would be required in the turrets.

In offering these suggestions I would not have it understood that there is an immediate necessity for them to be applied to this vessel, but only that in the construction of new vessels of this class it would be worth while to take them into consideration.

When an opportunity occurs for repairs to this vessel, her efficiency and comfort would be increased by making the alterations I have noted.

I have the honor to be, very respectfully, your obedient servant,

G. H. PERKINS,

Lieutenant-Commander, Commanding.

Rear-Admiral D. G. FARRAGUT,

Commanding West Gulf Blockading Squadron, Mobile Bay.

Report of Rear-Admiral Farragut, U. S. Navy, regarding his proposed withdrawal from the West Gulf Squadron.

No. 476.]

FLAGSHIP HARTFORD,
Mobile Bay, October 13, 1864.

SIR: I shall, as I informed you in my communication of the 21st ultimo, remain here until sufficient time has elapsed for the Department to have determined upon its course and its reply to my letter to reach me. I have been quite unwell since I wrote that dispatch, but I am now better.

I shall leave here so soon as I can turn over the squadron to Commodore Palmer, who will be the senior officer left, and so far as I have been able to judge the commodore understands the wants and duties of the fleet as well as anyone. He has served in it since the beginning, but did not reach New Orleans until after that city was taken, in consequence of the detention at Hampton Roads by Admiral Goldsborough of the supply steamer in which he was a passenger in April, 1862. He has been employed on the river in the steamers *Iroquois* and *Hartford* ever since, until within the last six or eight months, when I found it necessary to place him at the city of New Orleans to superintend the First Division, many of the vessels of which division were stationed there for the protection of the city, as well as to look after the repairs and supplies required at that depot.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Rear-Admiral Farragut, U. S. Navy, regarding the need of skillful carpenters in the squadron.

No. 477.]

FLAGSHIP HARTFORD,
Mobile Bay, October 13, 1864.

SIR: The Pensacola navy yard has become of such importance to us in the repairs of the vessels of this squadron that I have written to the Bureau of Yards and Docks urging the necessity of sending a naval constructor here, or at all events a skillful, energetic, and trustworthy ship carpenter, and I trust that the Department will issue orders to that effect.

In this connection I desire to call the attention of the Department to the great want of skillful carpenters in this squadron. Very few of those now on board of our vessels understand their business.

Mr. [J. E.] Cox, who is still at the North, was a great loss to us, and the recent death of Mr. [O. T.] Stimson has increased our embarrassments. Both these officers were men not only of intelligence but of integrity of character, and the want of others to supply their places is very seriously felt.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Order of Rear-Admiral Farragut, U. S. Navy, to Acting Master Mitchell, U. S. Navy, commanding U. S. schooner Sam Houston, to proceed to Pensacola, thence to South West Pass.

FLAGSHIP HARTFORD,
Mobile Bay, October 14, 1864.

SIR: Take passage for Pensacola with the crew of the U. S. schooner *Sam Houston*, and on arrival there report on board of the U. S. S. *Tritonia*

to Acting Volunteer Lieutenant George Wiggin, who has received an order to take you to the U. S. S. *Pampero*, at South West Pass.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Acting Master W. G. MITCHELL,
U. S. Schooner Sam Houston, Mobile Bay.

Letter from the Secretary of State to the Secretary of the Navy, regarding the alleged fitting out of a cruiser in a British port by Colonel Leon Smith, U. S. Army.

DEPARTMENT OF STATE,
Washington, October 15, 1864.

SIR: I have the honor to transmit for your information a letter, dated October 13, from Mr. D. J. Baldwin, concerning an alleged scheme of Captain Leon Smith, lately in command of the rebel fleet at Galveston, to fit out a piratical cruiser from some British port. I have cautioned our consuls in Great Britain as to this enterprise.

I will thank you to return the letter after availing of its contents.

I have the honor to be, sir, your obedient servant,

WILLIAM H. SEWARD.

HON. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

BELLEVILLE, N. J., *Thursday, October 13, 1864.*

HONORABLE SIR: By extracts in the New York City papers taken from the *Houston*, Tex., papers of very recent date, I see that Captain Leon Smith, chief of the rebel fleet in Texas, has been relieved from duty in Galveston Bay and has sailed for England. I should be recreant to duty did I not inform the Government of what I know respecting this man Smith and his purposes. He told me in 1861, when I met him at a wedding, that he was half brother to the Honorable Mr. Secretary of the Interior Smith, one of Mr. Lincoln's Cabinet.

He is a sailorman, born in Connecticut; has commanded a steamship on the California coast between San Francisco and Panama, and is familiar with all that coast. He commanded one of the United States mail steamers between New Orleans and Texas in the opening of the rebellion, and surrendered her to the rebel authorities very early in the game. He was the commander of the flotilla at the recapture of Galveston, January 1, 1863. He is a very daring, skillful, bold, and successful villain, whom God has permitted and circumstances have formed into a pirate. For two years past, to my knowledge, he has had private subscriptions on foot in Texas whereby to procure and arm a very swift steamship in England with which to prey upon the commerce of his native land and nation. He obtained subscriptions of cotton from planters, and has now, doubtless, obtained all he needs for his purpose. He is a man of enormous energy and capacity, enterprising and unscrupulous; he will go into his piratical scheme with all the vim that secesh grafted upon renegade can promise. I write this to you, sir, because you can inform the minister in Britain to look out

for the "Lion Smith;" and the Secretary of the Navy to put a tiger upon the lion's trail, or the rather, an honest man in an honest ship after the pirate scoundrel.

His scheme has been a favorite one since the opening of the rebellion, and if he ever gets to sea he will make the treasure ships of the California lines exceeding scarce. He is a very good navigator, and one of the most dangerously capable men in the rebel category.

I have the honor to be your and the nation's friend and obedient servant,

D. J. BALDWIN.

[HON. WILLIAM H. SEWARD,
Secretary of State.]

Letter from the Secretary of the Navy to the Secretary of State, returning enclosure regarding alleged scheme of Colonel Leon Smith.

NAVY DEPARTMENT, October 18, 1864.

SIR: I have the honor to return herewith the letter from Mr. D. J. Baldwin, dated the 13th instant, which accompanied your note of the 15th instant, concerning an alleged scheme of Colonel Leon Smith, lately in command of the rebel fleet at Galveston, to fit out a piratical cruiser at some British port. A copy of Mr. Baldwin's letter has been taken for the information of this Department.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

HON. WM. H. SEWARD,
Secretary of State.

Report of Lieutenant-Commander de Krafft, U. S. Navy, commanding U. S. S. Conemaugh, regarding expedition in Lake Pontchartrain.

U. S. S. CONEMAUGH,
New Orleans, October 15, 1864.

SIR: I have to report that, in obedience to your order of the 13th instant, I proceeded with the gunboats *Elk* and *Fort Gaines* and a detachment of troops under command of Colonel Killborn to the north shore of Lake Pontchartrain, and at daylight on the 14th both vessels ascended the Tchefuncta River several miles above Madisonville, touching at the town on our return, without finding any indications of refugees, rebel pickets, or cavalry, or any means of transportation which could be available to the enemy.

From this point we proceeded to the Tangipahoa River, a narrow and crooked stream, which being too small to admit the *Elk*, we proceeded in the *Fort Gaines* about 7 miles up. About 4 miles from the mouth of this stream we found a small vessel, no name, of about 40 tons, which had been hauled up for repairs, but which had remained unfinished for some time; as she only required calking and her decks completed to render her a very useful vessel she was burned and totally destroyed.

Leaving this point, the north shore of Lake Pontchartrain was carefully examined, including the villages of Lewisburg and Mandeville, without any indications whatever of the objects of the expedition.

On the morning of the 15th both vessels ascended Bayou Bonfueca, and *Fort Gaines* alone proceeded several miles up Bayou Vincent, to a point where it became so narrow that this small vessel was turned around by means of lines with difficulty.

Nothing which could be available as transportation was discovered except a few small skiff boats, which, being necessary for the use of the wretchedly poor families living on the bayous, were not molested, as they could be of no service to the enemy.

In all, we did not see over a dozen men on these bayous, and they were nearly all old persons, but few negroes, and, except at Madisonville and Mandeville, not more than six or eight families of women and children.

Madisonville appears to be nearly deserted, and the inhabitants of this whole region painfully destitute and needy, with scarcely clothing. The appearance of the whole country is that of a silent wilderness, in which no laborers could be found to build launches for offensive purposes if any such project had ever been entertained.

I am, very respectfully, your obedient servant,

J. C. P. DE KRAFFT,
Lieutenant-Commander.

Commodore JAS. S. PALMER,
New Orleans.

Abstract log of the U. S. S. Elk, Acting Volunteer Lieutenant N. Kirby, U. S. Navy, commanding.

July 15, 1864.—At 4:45 p. m. anchored off Point of Pines [Point aux Pins, Mississippi Sound]; fired two shells at some rebels, who fired several musket shots at this vessel.

October 13.—At 2 p. m. anchored off Lakeport. At 4:40 p. m. hove up anchor and went alongside the wharf. Took on board Lieutenant-Commander de Krafft, U. S. Navy, and a detachment of troops under Colonel Killborn. At 5:40 dropped off to anchor. The *Fort Gaines* also took on troops. At 10:30 p. m. got underway, steering N. by W. At 11 beat to quarters, drew charges, and loaded the battery afresh.

October 14.—At 2:50 a. m. anchored near Madisonville. At 6 a. m. underway and proceeded up the [Tchefuncta] River to Madisonville and above and returned, the *Fort Gaines* in company. At 6:30 p. m. anchored off Bayou Bonfueca, Fort Pike light bearing E. S. E., distant 8 miles.

October 15.—At 8:20 a. m. stood out of the bayou, steering to the south and westward. At 12 arrived at Lakeport and disembarked troops.

Order of Rear-Admiral Farragut, U. S. Navy, to Acting Master Belden, U. S. Navy, commanding U. S. S. Pink, to proceed to Pensacola on special duty.

FLAGSHIP HARTFORD,
Mobile Bay, October 15, 1864.

SIR: Proceed to Pensacola with the U. S. S. *Pink* and report to Commodore Smith, who will give you directions where to place the XV-inch projectiles that you take round.

Having landed these, take on board whatever stores may be ready for the vessels here and return. Receive on board, for transportation to Pensacola, Brigadier-General Bailey and staff.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Acting Master S. BELDEN,
U. S. S. *Pink*, Mobile Bay.

Letter from Rear-Admiral Farragut, U. S. Navy, to Captain Greene, U. S. Navy, regarding the U. S. S. Galena.

FLAGSHIP HARTFORD,
Mobile Bay, October 15, 1864.

SIR: Your letter of the 3d instant in relation to the *Galena* has been received. I assure you that nothing was further from my mind than to suspect you of having applied for the transfer of that vessel to the East Gulf Squadron.

The *Galena* is a very fine vessel for certain purposes, but I do not think chasing blockade runners is her forte, but when it comes to fighting, she ought to be a valuable adjunct.

I congratulate you upon the disappearance of the fever from among you. We have been so fortunate as to escape the yellow fever thus far, but the breakbone fever has been troublesome for the last month, but that is fast disappearing.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Captain THEODORE P. GREENE,
Senior Officer, Key West.

Order of Rear-Admiral Farragut, U. S. Navy, to the commandant, navy yard, Pensacola, for the removal of navy guns from Forts Pickens and Barrancas.

FLAGSHIP HARTFORD,
Mobile Bay, October 17, 1864.

SIR: The Army ordnance officer of this department informs me that he does not desire to use any of the guns which we landed at Fort Pickens and Barrancas. You will consequently take the earliest opportunity of removing them, with their projectiles, to the navy yard.

One XI-inch gun I wish sent to New Orleans by the first opportunity for the U. S. S. *Oneida*.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Commodore W. SMITH,
Commandant, Navy Yard, Pensacola.

Report of Captain Newton, U. S. Engineers, regarding depth of water in the Chattahooche, Apalachicola, and other rivers.

OFFICE OF THE ENGINEER IN CHARGE,
Barrancas, Fla., October 17, 1864.

SIR: Your communication of October 4 did not reach me until yesterday. The prisoners are all removed to New Orleans, but I have found three men of the First Florida Cavalry who profess to be able to take boats to the head of navigation on both rivers, and whose statements agree perfectly.

On the bar at Apalachicola at mean low tide there is 13 feet; never less than 11 feet 6 inches. This depth carries up to within 2 miles of Apalachicola. On the bar of the Chattahooche, at United States arsenal, there is never less than 4 feet; now there is from 8 feet 6 inches to 9 feet. At Fort Gaines there is 15 feet; at Georgetown 9 feet; 4 feet may be carried up to Columbus, which is the head of navigation, at all times except over Barber's Shoals, 54 miles below Columbus, where, at the very lowest water, there is but 2 feet 6 inches. At the present time on the shoals there is from 7 feet 6 inches to 8 feet. Vessels drawing 7 feet 6 inches may be taken to Columbus at all times except from the 1st June to the middle of September.

Thirty miles above Apalachicola there is a schooner anchored, ready to be sunk across the channel. Obstructions of timber were placed here, but were carried away by the current.

On the bar at the mouth of the Flint River there is never less than 4 feet, which may always be carried up to Albany; 9 feet may be carried to Bainbridge now and 7 feet 8 inches to Albany.

At both Columbus and Albany are a series of falls that are impassable for everything, and above there they occur so frequently as to render navigation impossible.

The Chipola (branch of the Chattahooche [Apalachicola]) is navigable to within 1½ miles of Marianna.

Very respectfully, your obedient servant,

E. H. NEWTON,
Captain and Engineer in Charge, Barrancas, Fla.

Captain M. D. McALESTER,
Chief Engineer Military Division West Mississippi.

[Endorsement.]

OFFICE OF CHIEF ENGINEER,
October 25, 1864.

Respectfully forwarded to Major-General Canby for his information.
"The bar of the Apalachicola," alluded to in the second paragraph,

doubtless refers to the West Pass, leading into the bay (St. George's Sound) from the Gulf. No reference is made to the immediate bar of the Apalachicola River, located about 3 miles from the city, over which 5 feet can be carried, according to the Coast Survey Notes of 1861, and 6 feet according to Mr. Pitfield and Harrison Lewis, 7 feet 6 inches being possible by the circuitous channel via Cat Point.

The point where obstructions have been prepared on the Apalachicola, 30 miles from its mouth, is doubtless at or near Iola.

M. D. McALESTER,
Captain Engineers, Chief Engineer.

Letter from the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, regarding rumored Confederate operations abroad.

NAVY DEPARTMENT, October 17, 1864.

SIR: It is reported that an agreement has been effected between the rebel Government and some European power (Poland, it is intimated), by which 30,000 soldiers from abroad are to be added to the rebel Army, and that the rebel Government are making arrangements for having built in England some 50 swift steamers, similar to the *Colonel Lamb*, for the purpose of running these soldiers through the blockade.

The Department places little confidence in rumors regarding a scheme so impracticable in almost every feature, and should such be contemplated, we will, without doubt, hear something reliable of it hereafter. In the meantime, however, I communicate the report to you for your information.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron, Mobile Bay.

Letter from Major-General Canby, U. S. Army, to Rear-Admiral Farragut, U. S. Navy, regarding an unexpected movement of the enemy.

HDQRS. MILITARY DIVISION OF WEST MISSISSIPPI,
New Orleans, La., October 18, 1864.

ADMIRAL: I received a dispatch yesterday morning from General Steele, reporting that the enemy in his front had suddenly fallen back, but that he was unable to account for this unexpected movement. Last night we succeeded in deciphering a captured cipher telegram from Jefferson Davis, which I think gives the key to the movement. I have sent a fast boat up the river to notify the gunboats and troops, and believe we shall be able to checkmate the movement. I think the crossing will be attempted in the neighborhood of Gaines Landing. I have been notified that dispatches in relation to the projected operations from the neighborhood of Mobile will be down by the next steamer from New York. As soon as they are received I will make you a visit. I should have been over before this time, but the affairs in Missouri and Arkansas have kept me busy as well as anxious. Porter takes the North Atlantic Squadron; Pennock desires to get the *Man-*

hattan and *Tennessee*. As the movement of the rebels will probably draw the heavier gunboats up, I think it will be advisable to send one or two heavy boats to the mouth of Red River until after this matter has been settled.

Very respectfully, your obedient servant,

E. R. S. CANBY,
Major-General, Commanding.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron.

List of vessels in Pensacola Bay, October 18, 1864.

PENSACOLA BAY, *Tuesday, October 18, 1864.*

* * * * *

The following vessels are now here: Steam sloop *Lackawanna*, Captain J. B. Marchand; sailing frigate *Potomac*, Cominander Alexander Gibson; double-ender *Octorara*, Lieutenant-Commander W. W. Low; steam gunboat *Cayuga*, Lieutenant-Commander H. Wilson; steam gunboat *Kanawha*, Lieutenant-Commander B. B. Taylor; steam gunboat *Pinola*, Lieutenant-Commander O. F. Stanton; steam gunboat *Genesee*, Acting Master C. H. Baxter; steam tug *Jasmine*, Acting Ensign F. J. Brenton; steam tug *Tritonia*, Acting Volunteer Lieutenant George Wiggin; sailing bark *Arthur*, Acting Master J. E. Stannard; sailing bark *J. C. Kuhn*, Acting Ensign S. H. Newman; sailing schooner *Kittatinny*, Acting Ensign N. J. Blasdell; sailing bark *W. G. Anderson*, Acting Ensign R. H. Carey.

[J. B. MARCHAND,
Captain.]

Report of Rear-Admiral Farragut, U. S. Navy, regretting his inability to command the expedition against Wilmington, N. C.

Confidential.]

FLAGSHIP HARTFORD,
Mobile Bay, October 18, 1864.

SIR: I have the honor to acknowledge the receipt to-day of your confidential dispatch of October 1 and the copy of one of September 22, addressed to me at Port Royal.

It is, as you may imagine, most painful to me to be compelled to avoid or evade a duty in any manner or shape whatever; but at the time of the receipt of your communication of the 5th of September, directing me to prepare for operations in a new field, the nature of which I only knew from others and the charts, on an exposed coast, in the fall of the year, where to do my duty as it ought to be done I would be required to recommence a blockade to which I had already been exposed for many months consecutively and which had, together with my recent exertions of entering this bay, caused such a peculiar effect upon my health as to render me, in my opinion, unfit for any new undertaking, I felt it my duty to write to the Department my confidential dispatch of the 22d September, and urged upon it the necessity of selecting some other person more able than myself for the expedition against Wilmington.

I thought at the same time that if I could not have a respite from duty I might, surrounded as I am by officers who have gone through with me the Mobile service thus far, continue the cooperation with the army in this bay, and I therefore requested that I might be allowed to finish up the work, believing that my exemption from the cares of a fleet at sea, together with a little exercise which I could get daily on shore, would soon restore me to my wonted good health. This, I am happy to say, has in a measure been realized; for though my health is not good, it has much improved.

The Department is pleased to say they intended to take much of the labor off my shoulders by providing the vessels of the fleet for me. I will only remark in that connection that with me the difficulty would not be as to the number of vessels, since for that particular service I would desire only two or three light-draft monitors, but in acquiring the necessary information and in accustoming the officers to the work they would have to perform. To do this would have required my constant presence in the field of operations and an amount of work to which I did not consider myself equal, and I therefore felt it my duty to the country, the Department, and myself to avoid if possible an undertaking which might end in disaster to the country and discredit to myself.

The Department very justly complains that they do not know the movements of the Army and that they are never informed by the proper authorities. I will do the Army the justice to say that in this department the commanding generals have generally been disposed to do what they can; but they scarcely begin an operation before their designs are frustrated and the troops are called off to some work deemed of more importance. For example, I urged General Banks many months ago to spare 2,000 men for this Mobile work. He at one time consented; but before I could inform you of it he considered it impossible, and the attack was abandoned and he went to Red River.

General Canby then agreed to cooperate, but he, too, was obliged suddenly to send many of his men north to assist General Grant, and afterwards up the Mississippi to counteract raids of the enemy, and the project was again abandoned. The next time he thought he could spare men I told him to send them along, that the Navy was always ready, and by being very quick in our movements we succeeded in getting in; but his men were almost immediately called off and have been gone ever since up the Mississippi. The general is assembling large quantities of stores, wagons, etc., here and is evidently intending, so soon as his forces return, to make a demonstration at the head of the bay, but whether against Mobile, to which I am, as you know, opposed, or not I can not tell; but it is supposed that the railroads may be cut and both they and the river taken possession of, which would produce great distress in the city of Mobile.

Lately General Sherman has been urging our going up the Apalachicola River to Columbus and, with our gunboats, destroying the arsenal, but from all the information I can gain there is not over 6½ feet of water on the bar at the mouth of that river.

I state these things to the Department that it may understand why I do not give timely notice of the movements of the army in which I cooperate; but I beg to assure the Department that so long as I am employed I shall use my best exertions to carry out my understanding of the views of the Government by using my force to the best advantage, either in cooperating with the army or otherwise.

As to my own life, it is of but little consequence; its duration is now but short, and nearly all of it has been expended in the service of my country. My great desire is not to overestimate myself and permit my country to suffer by my weakness.

I beg to express my thanks for the compliment the Department is pleased to pay me in saying that the Government, as well as the country, looked to me as the proper person for the command of this expedition.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Rear-Admiral Farragut, U. S. Navy, regarding the repairing of vessels at Pensacola.

No. 488.]

FLAGSHIP HARTFORD,
Mobile Bay, October 19, 1864.

SIR: I beg to state to the Department that in consequence of the yellow fever in New Orleans nearly all work has been stopped upon our vessels in that port; but Pensacola is being daily better prepared for making us independent of the former.

If the commanding officers of the navy yards could be instructed to send us down by the supply steamers machinists and boiler makers, ten or fifteen of each, engaged, as the last were, by Admiral Paulding, signing a written agreement to work as long as we require them or until the end of the war, we could do nearly all our work in Pensacola.

I will state to the Department that we have thus far sent home but one vessel for repairs, viz, the *Brooklyn*, which was done simply because I feared the ship might be wanted sooner than she could be repaired here. I would, however, call the attention of the Department to the fact that nearly every vessel in the fleet will have to undergo most extensive repairs on their boilers within the next three or four months; in truth, not half of them are fit to keep the sea now, and if I had an increase of twenty or thirty machinists and boiler makers I could make all the repairs required at Pensacola.

We have had bow docks built and placed under the *Monongahela*, *Lackawanna*, and *Ossipee* and repaired their stems. The *Monongahela* had part of her stem taken out to within 2 feet of her keel. The *Lackawanna*, striking the ram a fair blow, was cut by the iron overhang through the entire stem and nearly through her apron. The repairs upon her will be finished in a few days. We only lack force in mechanics to do all our work.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Order of Rear-Admiral Farragut, U. S. Navy, to Lieutenant-Commander Jones, U. S. Navy, referring to a confidential agent of the Government.

FLAGSHIP HARTFORD,
Mobile Bay, Ala., October 20, 1864.

SIR: Commodore Palmer has forwarded to me a letter addressed to him by you, referring to Mr. Seth Swenson, a confidential agent of the Government, that you had been previously informed of his coming, and had made preparations to receive him.

I have given no authority to Mr. Swenson to be received on any of the vessels of my squadron as the confidential agent of the Government. Commander Le Roy has received orders from me in reference to vessels coming out of Sabine Pass, under the authority of a letter of the President; these orders he will communicate to you, and to them you will strictly conform.

D. G. FARRAGUT,
Rear-Admiral.

Lieutenant-Commander M. P. JONES,
Commanding U. S. S. *Pocahontas*, off Sabine Pass.

Order of Rear-Admiral Farragut, U. S. Navy, to Commodore Palmer, U. S. Navy, to send vessels for the relief of the Mississippi Squadron.

FLAGSHIP HARTFORD,
Mobile Bay, Ala., October 20, 1864.

COMMODORE: I suppose you have seen General Canby and been informed of the necessity of guarding against the enemy's proposed movements.

If, by sending up the *Conemaugh*, *Tennessee*, *Estrella*, or any vessels that are in a condition to go, and which you can spare, you can relieve the lower vessels of the Mississippi Squadron and enable them to move up and prevent the crossing of the river, you will do so.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Commodore J. S. PALMER,
Comdg. 1st Div. West Gulf Blockdg. Squadron, New Orleans, La.

Report of Rear-Admiral Farragut, U. S. Navy, transmitting intercepted dispatch regarding the proposed movements of the enemy to the east side of the Mississippi River.

No. 494.]

FLAGSHIP HARTFORD,
Mobile Bay, October 20, 1864.

SIR: In my dispatch No. 486 I referred to the uncertainty of army movements generally in this quarter and to the difficulty of my communicating definite information to the Department as to any projected undertaking.

Another instance of this has occurred since that dispatch was written, which accounts in a measure for the detention of the troops by General Canby on the Mississippi.

An intercepted dispatch from Jefferson Davis to General Kirby Smith (herewith enclosed) shows that the rebels are about to make the attempt of crossing troops to the east side of the Mississippi, and General Canby is now watching their movements with increased vigilance.

With this intercepted dispatch I received a letter from General Canby, dated October 18, in which he says:

I received a dispatch yesterday morning from General Steele, reporting that the enemy in his front had suddenly fallen back, but that he was unable to account for this unexpected movement. Last night we succeeded in deciphering a captured cipher telegram from Jefferson Davis, which, I think, gives the key to the movement. I have sent a fast boat up the river to notify the gunboats and troops, and believe we shall be able to checkmate the movement. I think the crossing will be attempted in the neighborhood of Gaines Landing.

I have been notified that dispatches in relation to the projected operations from the neighborhood of Mobile will be down by the next steamer from New York. As soon as they are received I will make you a visit. I should have been over before this time, but affairs in Missouri and Arkansas have kept me busy as well as anxious.

I have given orders to Commodore Palmer to send up the Mississippi all the vessels he can spare to aid General Canby in frustrating this attempt of the enemy.

So soon as General Canby makes me his promised visit I will report the result to the Department.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

[Enclosure.]

[Confidential.] HQRS. MIL. DIV. OF WEST MISSISSIPPI,
New Orleans, La., October 18, 1864.

SIR: I am instructed by the major-general commanding to call your attention to the following intercepted cipher dispatch, the original of which has doubtless reached its destination:

MONTGOMERY, *September 30, [1864].*

What are you doing to execute the instructions sent you to forward troops to east side of the Mississippi? If success will be more certain, you can substitute Wharton's cavalry command for Walker's infantry division, by which you may effect a crossing above that part of the river patrolled by the larger class of gunboats.

JEFF. DAVIS.

General E. K. SMITH,
Shreveport, La.

I am instructed to request that you will use every possible means at your disposal to obtain information of the movements of the enemy, with special reference to the renewed attempts which will doubtless be made by him to cross a large force from the west side of the river, and communicate the same to the nearest gunboats and to Major-General Reynolds, at the mouth of the White River, sending duplicates of dispatches to these headquarters.

I have the honor to be, very respectfully, your obedient servant,

C. T. CHRISTENSEN,
Lieutenant-Colonel, Assistant Adjutant-General.

TO MILITARY COMMANDER ON THE MISSISSIPPI.

Letter from Major-General Canby, U. S. Army, to Rear-Admiral Farragut, U. S. Navy, requesting the cooperation of gunboats at the mouth of Red River.

HDQRS. MILITARY DIVISION OF WEST MISSISSIPPI,
New Orleans, La., October 20, 1864.

ADMIRAL: Since writing to you on the 18th I have received information which leads me to believe that the rebels will attempt to cross at or about Gaines Landing. This district, I find, has fewer heavy boats than any other district on the river, and I think it will be advisable to send three or four boats to the mouth of Red River. I am not satisfied with the delay made by the rebel commissioners of exchange in not sending down our prisoners. It may cover some ulterior object, and I wish to be provided for it. I have sent troops to watch the movements of the rebels on the Red River, and if you can spare two or three gunboats to replace [those] that may be sent up the river, I think I shall be able to meet all contingencies.

Very respectfully, your obedient servant,

E. R. S. CANBY,
Major-General, Commanding.

Rear-Admiral FARRAGUT,
Commanding West Gulf Blockading Squadron.

Letter from Rear-Admiral Farragut, U. S. Navy, to the Bureau of Equipment and Recruiting, requesting that the shipment of men for the squadron be restricted.

U. S. FLAGSHIP HARTFORD,
Mobile Bay, October 22, 1864.

SIR: I desire to call the attention of the Bureau to the necessity of stopping any further supplies of ordinary seamen, landsmen, firemen, and coal heavers to this squadron. I have now more than enough, and surrounded as we are with the yellow fever at New Orleans and Key West, it would be dangerous to the health of the whole fleet to further crowd our vessels in this climate and at this season. I am still, however, in want of seamen (100), for whom I could find places.

I trust that the Bureau will look at this matter in the same light that I do and stop, for the present, any further shipment of men except the 100 seamen just mentioned.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

Commander A. N. SMITH,
Chief of Bureau of Equipment and Recruiting, Washington.

Report of Rear-Admiral Farragut, U. S. Navy, requesting instructions regarding the disposition of the guns and machinery of the late C. S. S. Gaines.

No. 497.]

FLAGSHIP HARTFORD,
Mobile Bay, October 23, 1864.

SIR: In the action of August 5 the rebel steamer *Fort Gaines*, as I have stated in my official report, was so much injured by our fire that

she was beached by the enemy under the guns of Fort Morgan, in a sinking condition, and was subsequently set on fire.

I have succeeded in saving her guns and much of her machinery, all of which have been sent to Pensacola, where I purpose to have the same appraised. As the guns and other articles saved will be of essential use to the Navy, I desire to be informed whether they will be taken for the use of the Government and an inventory and appraisal sent to the United States prize court at Boston for adjudication, as in the cases of the *Tennessee*, *Selma*, and lighters.

Section XI of the prize law of June 3, 1864, awards bounty money in case of vessels of war of an enemy being destroyed, but I presume it is not the intention of the law to award bounty money to the captors and at the same time to allow them the value of property saved from the vessel so destroyed.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

Report of Rear-Admiral Farragut, U. S. Navy, suggesting certain improvements for the vessels.

No. 496.]

FLAGSHIP HARTFORD,
Mobile Bay, October 23, 1864.

SIR: I would most respectfully suggest that, as wooden vessels may in future have to come in contact with ironclads, that they be prepared for such an event by having their bows properly strengthened.

I think the double-enders could be improved by removing the forward rudder and sloping the cutwater from 6 inches to a foot above the water line down to 15 or 20 feet abaft the perpendicular of the stem, in which case the vessel would run onto the ironclad and press her under water, thus demoralizing the crew by exciting fears on their part that the vessel was sinking, especially as they know that it takes very little to sink this class of vessels.

The larger vessels should be strengthened and a heavy iron casing put on the cutwater from 1 foot above to 3 feet below the water line, to extend well back upon the bow, and at least 6 inches thick upon the front, with at least 2 or 3 inches of steel to receive the shock.

For rope obstructions in harbors I have had a saw cutter made (as per enclosed drawing) to fix on the cutwater, and two revolving rings of composition on the propeller stub to revolve, so that rope will not foul it. Neither of these have been satisfactorily tested, as we were agreeably disappointed in not finding any obstructions of that nature, although we have heard much of them in Mobile Bay.

A jet of steam should be turned into the galley to cook for the crew; it would save fuel and be a great gain of comfort to the men. I am trying the plan on the vessels as they are being repaired. There is no calculating the advantage thus given to the crew of a ship when necessary

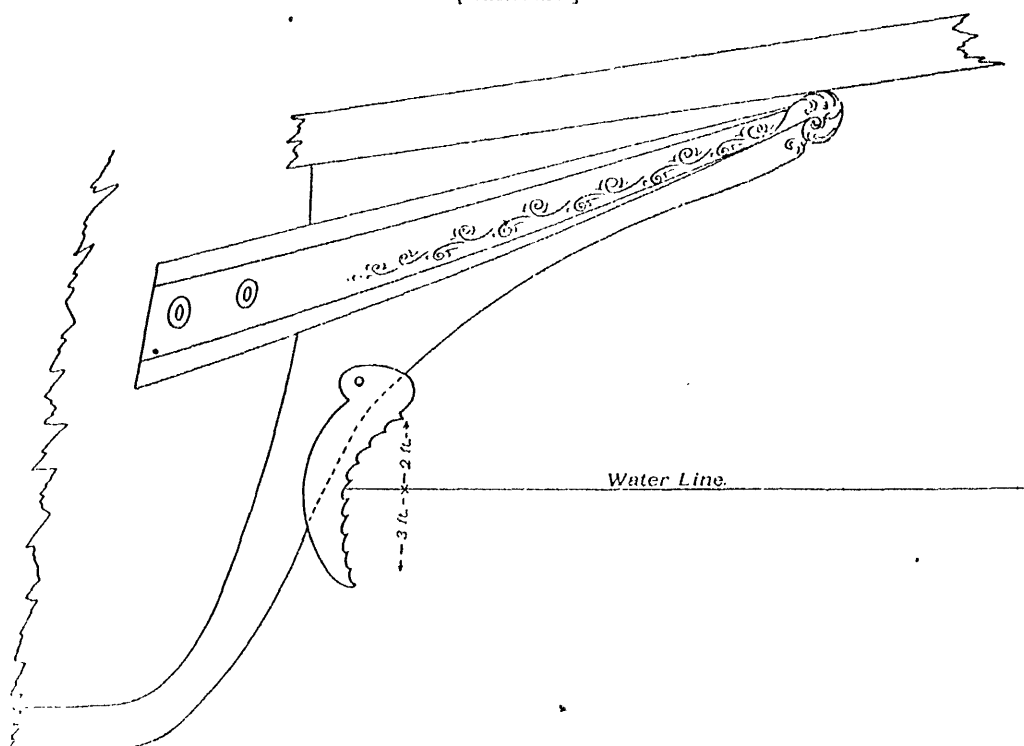
to be exposed late and early. Their tea or coffee could be made at any moment without lighting the fire in the galley.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

[Enclosure.]



For cutting rope obstructions. D. G. F.

Order of Rear-Admiral Farragut, U. S. Navy, to Acting Volunteer Lieutenant Smith, U. S. Navy, commanding U. S. S. Bermuda, upon departure for the North.

FLAGSHIP HARTFORD,
Mobile Bay, October 23, 1864.

SIR: When ready leave here for Pensacola, and from thence proceed North, in accordance with your general instructions, touching on the way off Key West, where you will put on shore Brigadier-General Newton and staff, who will join you here, but without going inside of the harbor.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Acting Volunteer Lieutenant J. W. SMITH,
U. S. S. Bermuda, Mobile Bay.

Report of Acting Chief Engineer Rogers, U. S. Navy, regarding the condition of the machinery of the U. S. monitor Chickasaw.

U. S. S. CHICKASAW,
Engineer's Department, October 24, 1864.

SIR: I respectfully report that the propelling machinery is in good order, boilers and piping fair, at the present time. One more tooth has been broken out of the large spur gear in the forward turret, making two in all. When the portholes are pointed directly forward or aft, the broken teeth will come in contact with the pinion, and if there should be a heavy strain at the time more teeth will give way and the turret disabled. Spare gear should be procured at once for this place, the large spur pinion and large bevel gear. The large spur gear should, in my opinion, be made in halves. It can be put on with much less labor and time. There is no difficulty in so doing, and make the gear as strong and good in every respect as a whole one. The rim of the gear should be made much thicker—say twice the thickness—in order that single teeth may be put in when one breaks, which in many cases would save the necessity of taking the gear out.

By a slight alteration in the valve motion I believe the turrets can be turned with much less steam; 50 pounds only, I should think, would be necessary. It can readily be seen how much better this would be than to be obliged to keep up 70 pounds, as now, to say nothing of the saving in coal.

Respectfully, etc.,

WILLIAM ROGERS,
Acting Chief Engineer.

G. H. PERKINS,
Lieutenant-Commander, Commanding.

Letter from the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, transmitting consular information regarding blockade running between Mexican and Texan ports.

NAVY DEPARTMENT, *October 24, 1864.*

SIR: I transmit herewith an extract from a dispatch dated the 26th ultimo, addressed to the Secretary of State by the consul-general of the United States at Tampico relative to the activity in the blockade-running business between Mexican and Texan ports.

Very respectfully, etc.

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. G. FARRAGUT,
Comdg. West Gulf Blockdg. Squadron, Mobile Bay.

Report of Commander Le Roy, U. S. Navy, regarding captures made by the U. S. steamers Mobile and Chccura of three schooners.

U. S. STEAM SLOOP OSSIPPEE,
Off Galveston, October 20, 1864.

SIR: I have the honor to report the arrival this morning of the *Mobile* from the Rio Grande, having in tow the three-masted schooner

Emily, captured off San Luis Pass with 150 bales of cotton, on the 19th instant; and the schooner *Louisa* on the 15th. The *Louisa* was from New Orleans, with an assorted cargo, bound for Matamoras. She was only 4 miles off, and evidently bound into San Luis Pass.

Lieutenant-Commander Meade, of the *Chocura*, reports the capture of the British schooner *Louisa*, from Havana for Matamoras, with a general cargo, off Aransas Pass, and having sent the vessel to New Orleans.

Volunteer Lieutenant Commanding Giraud reports his ship (*Mobile*) much injured by the sea off the Rio Grande and the loss of a portion of her battery by being washed overboard, and I have ordered him to report to you at Mobile Bay.

I am, sir, very respectfully, your obedient servant,
WM. E. LE ROY, U. S. Navy.
Commanding Third Division West Gulf Blockading Squadron.

Rear-Admiral D. G. FARRAGUT, U. S. Navy.
Commanding West Gulf Blockading Squadron, Mobile Bay.

Order of Rear-Admiral Farragut, U. S. Navy, to Commander Woolsey, U. S. Navy, commanding U. S. S. Princess Royal, to cruise for blockade runners between Mexican and Texan ports.

FLAGSHIP HARTFORD,
Mobile Bay, October 25, 1864.

SIR: As soon as ready for sea, you will proceed off Galveston and report to Commander Le Roy, commanding the Third Division, for duty on the coast of Texas and Mexico. You will then run down to Tampico and cruise between that port and the Rio Grande for blockade runners.

The consul, Mr. Chase, informs me that a number of small vessels are running the blockade to that port from Texas. You will please communicate with Mr. Chase, who will be able to give you every information. Make no captures within less than 6 miles of the land when off the coast of Mexico. You will cruise there until relieved or until obliged to go to Galveston for coal or supplies.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Commander M. B. WOOLSEY,
Commanding U. S. S. Princess Royal, New Orleans.

Order of Rear-Admiral Farragut, U. S. Navy, to Commodore Palmer, U. S. Navy, to send vessels to the Red River.

FLAGSHIP HARTFORD,
Mobile Bay, October 25, 1864.

COMMODORE: You will please send as many gunboats as you can up to the mouth of Red River, to prevent the rebels from crossing. General Canby is anxious.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Commodore J. S. PALMER,
Commanding First Division, etc., New Orleans.

Letter from Rear-Admiral Farragut, U. S. Navy, to Major-General Canby, U. S. Army, regarding vessels for Red River.

FLAGSHIP HARTFORD,
Mobile Bay, October 25, 1864.

GENERAL: I have sent orders to Commodore Palmer to send gunboats up to Red River, as requested by you. One gunboat can prevent any force from crossing the river, if the rebels have no vessels of war for transporting their men; but gunboats must go in couples to act to the best advantage in such cases.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Major-General E. R. S. CANBY, U. S. Army,
Comdg. Mil. Forces, Dept. of West Mississippi, etc., New Orleans.

List of U. S. vessels in the lower part of Mobile Bay.

MOBILE BAY, Tuesday October 25, 1864.

* * * * *

Vessels in the lower part of the bay are as follows:

Steam sloop *Hartford*, Captain P. Drayton, with the admiral; steam sloop *Richmond*, Captain T. A. Jenkins; steam sloop *Lackawanna*, Captain J. B. Marchand; steam monitor *Manhattan*, Commander J. W. A. Nicholson; steam gunboat *Owasco*, Lieutenant-Commander W. A. Kirkland; steam tug *Buckthorn*, Acting Volunteer Lieutenant Washington Godfrey; steam tug *Pink*, Acting Master Samuel Belden; steam tug *Cowslip*, Acting Volunteer Lieutenant Charles G. Arthur; steam tug *Narcissus*, Acting Ensign W. G. Jones; steam tug *Glasgow*, Acting Master R. J. Hoffner; steam tug *Althea*, Acting Ensign John Boyle; steam tinclad *Rodolph*, Acting Volunteer Lieutenant George D. Upham; schooner *Maria A. Wood*, Acting Master Samuel C. Cruse.

[J. B. MARCHAND,
Captain.]

Order of Rear-Admiral Farragut, U. S. Navy, to Commander Le Roy, U. S. Navy, regarding measures for restriction of blockade runners between Texas and Tampico.

FLAGSHIP HARTFORD,
Mobile Bay, October 26, 1864.

SIR: I wish the vessels requiring repairs to be sent to New Orleans and Pensacola alternately.

Commander Woolsey has been ordered to report to you and then proceed off Tampico and cruise between that port and the Rio Grande, communicating with our consul, Mr. Chase, who informs me that blockade runners are plying between Texas and Tampico, and that a steamer from New York is engaged in towing sailing vessels in and out of that port.

You will relieve Commander Woolsey when necessary, and you will give to the relieving officer similar instructions to those which I have given to Commander Woolsey.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Commander W. E. LE ROY,
Commanding Third Division, etc., off Galveston.

Order of Rear-Admiral Farragut, U. S. Navy, to Acting Volunteer Lieutenant Pennington, U. S. Navy, regarding removal of cotton and other articles from Horn Island.

FLAGSHIP HARTFORD,
Mobile Bay, October 26, 1864.

SIR: The admiral desires me to say that when a sufficient quantity of cotton or other articles are collected to load a vessel, on her name being given him he will supply a pass. Until then the cotton must not be removed from Horn Island.

Very respectfully, your obedient servant,

P. DRAYTON,
Fleet Captain.

Acting Volunteer Lieutenant PENNINGTON,
U. S. S. John P. Jackson, Mississippi Sound.

Report of Rear-Admiral Farragut, U. S. Navy, transmitting report of the capture of Prussian schooner Pancha Larispa, October 27, 1864.

No. 518.]

FLAGSHIP HARTFORD,
Mobile Bay, November 4, 1864.

SIR: I have the honor to forward herewith the report of Lieutenant-Commander J. H. Gillis, of the *Sciota*, of the capture of the Prussian schooner *Pancha Larispa*, attempting to run the blockade either into Velasco or into San Luis Pass, on the 27th ultimo. She was laden with gunny bags and hoop iron, according to her manifest.

Also of the English schooner *Cora Smyser*, under similar circumstances, on the 28th ultimo, with an assorted cargo.

Both vessels have been sent to New Orleans for adjudication.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

[Enclosure.]

U. S. GUNBOAT SCIOTA,
Off Velasco, Tex., October 28, 1864.

SIR: I have to report that on the morning of the 27th instant, while lying at anchor blockading this port, discovered a schooner standing inshore, evidently trying to make either San Luis Pass or Velasco. I immediately got underway and by standing close in to the land succeeded in heading the schooner off, and after a chase of three hours succeeded in getting in range and brought her to. She proved to be

the Prussian schooner *Pancha Larispa*, loaded, according to manifest, with gunny bags and hoop iron, from Matamoras, purporting to be bound to New Orleans. She ran in so close to the land before going about that it was the general impression on board this vessel that the captain intended beaching her. Her papers appear to be all correct; but the fact that with a free wind for her purported port she was standing in for a blockaded port was sufficient, in my estimation, to warrant her being seized and sent in for adjudication. I therefore send her to New Orleans in charge of a prize master and prize crew. I have also to report the capture this day of the English schooner *Cora Smayser*, from Matamoras, bound to Nassau, with an assorted cargo, such as is generally carried into Southern ports. When first discovered she was standing directly for the land, evidently trying to make the entrance at San Luis Pass.

Very respectfully, your obedient servant,

J. H. GILLIS,
Lieutenant-Commander, U. S. Navy.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Le Roy, U. S. Navy, commanding Third Division, regarding general matters.

U. S. STEAM SLOOP OSSIPPEE,
Off Galveston, Tex., October 27, 1864.

ADMIRAL: On Monday I left this anchorage for Sabine Pass to coal, etc., and anchored again off here last night at 8:30. On the night of the 25th the *Augusta Dinsmore* arrived off Sabine Pass from New Orleans, and most opportunely, as this ship had but 24 pounds of bread left, and most of the others were in an equally bad state. This morning the *Dinsmore* arrived here and will, after supplying the vessels off Galveston, proceed as far as the Rio Grande.

A short time since I reported a necessity would exist for soon sending the *Penguin* for repairs, and I find her condition such that I have directed Volunteer Lieutenant Beers to be ready to leave early on Saturday for Mobile to report to you.

The *Katahdin* is in no condition for active service, and that she has been kept so long is in a great measure owing to the zeal and earnest desire of Lieutenant-Commander Irwin to do duty.

This morning Lieutenant-Commander Watters, of the *Kineo*, arrived, a day or two since from the Rio Grande; reports his ship as likely to break down at any moment. I much regret to have to annoy you with complaints of so many vessels in unsound condition, for, in fact, almost all the gunboats are to an extent crippled, but the constant service that has necessarily been required from the gunboats has used them up.

The health of the division is generally good.

I am, sir, very respectfully, etc.,

WM. E. LE ROY, U. S. Navy,
Commanding Third Division West Gulf Blockading Squadron.

Rear-Admiral D. G. FARRAGUT, U. S. Navy,
Comdg. West Gulf Blkdg. Squadron, Flagship *Hartford*,
Mobile Bay.

Report of Commander Le Roy, U. S. Navy, commanding Third Division, regarding the impaired condition of the vessels under his command.

U. S. STEAM SLOOP OSSIPPEE,
Off Galveston, October 28, 1864.

ADMIRAL: I have the honor to enclose the accompanying report from Lieutenant-Commander John Watters, of the *Kineo*, in reference to the condition of that vessel. I regret to be compelled to call your attention to the constant complaints made by the commanding officers of the gunboats to their unsound condition.

Upon a report of the condition of the machinery, etc., of the *Kineo*, I sent Mr. James M. Adams, acting chief engineer of this ship, on board. Please find his report enclosed. Since then the report of Lieutenant-Commander Watters, accompanied by those of his executive officer and senior engineer, have been received.

I will have an examination made of the condition of the hull of the *Kineo*, and if she is in the condition represented I shall order her to report to yourself at Mobile Bay for further orders.

Lieutenant-Commander Meade arrived this evening from Aransas Pass and Pass Cavallo and in a verbal report complains of the condition of the *Chocura*, and is anxious to have a chance for repairs before she breaks down entirely in hull, machinery, etc.

I believe the *Pembina*, but lately arrived, and the *Itasca* and *Penobscot* are the only vessels that can hold out for any length of time among the gunboats, and I am not certain of them.

The *Katahdin* is in wretched condition and may at any time break down, and should be relieved. The *Aroostook* leaks badly and wants the services of a machine shop.

Lieutenant-Commander Meade reports the capture of a schooner to the westward by the *Sciota* the day before yesterday, name he does not know, cargo supposed to be cotton bagging and medicines, and to-day the capture of the British schooner *Cora Smyser*, off Velasco, laden with blankets, cotton cards, etc., by the *Sciota*, *Chocura*, and *Augusta Dinsmore*. The prizes were ordered to New Orleans.

Most of the gunboats in this division have been a long time under steam, and I think are worn-out, and I fear unless they are relieved shortly I will find myself without the means of keeping up the blockade of some of those smaller points to the westward, much used by the smaller blockade runners.

I am, sir, very respectfully, your obedient servant,

WM. E. LE ROY,

Commander, U. S. Navy, Commanding Third Division.

Rear-Admiral D. G. FARRAGUT, U. S. Navy,

Comdg. West Gulf Blockading Squadron, Mobile Bay.

Report of Lieutenant-Commander Meade, U. S. Navy, forwarding prize list in case of the captured British schooner Cora Smyser.

U. S. S. CHOCURA,
Off Velasco, Tex., October 28, 1864.

SIR: I herewith enclose a prize list in the case of the British schooner *Cora Smyser*, captured off this port to-day by the U. S. S. *Sciota*, in the attempt to run the blockade,

We sighted and chased the prize at the same time with the *Sciota*, but owing to a temporary stoppage did not get up in time to make the capture first, though alongside at the time the seizure was made. The prize was hove to by a shell from the 100-pounder rifle of this vessel, after the *Sciota* with her 20-pounder had twice fired ineffectually.

Very respectfully, your obedient servant,

RICHARD W. MEADE, Jr.,
Lieutenant-Commander. U. S. Navy.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Instructions from Rear-Admiral Farragut, U. S. Navy, to Commodore Palmer, U. S. Navy, commanding First Division, regarding various matters.

FLAGSHIP HARTFORD,
Mobile Bay, October 28, 1864.

COMMODORE: In reply to your note of the 25th instant by Mr. Bridges, I have to say that I have nothing to do with the arrangements of the exchange of prisoners. Buchanan is ordered North by the Department. All the prisoners we took have been sent to Richmond, and if ours are not sent over I hope that will be the end of all exchanges; but I do not believe that Mr. Commissioner Szymanski will be allowed to have his way in the matter. I see no reason for bringing the gunboats down the river, as there is no doubt Generals Gardner and Higgins, Confederate, have been sent over to construct batteries on the Mississippi to obstruct the commerce, they say, but in reality to aid the Texans in crossing the river. The *Princess Royal* can go down to Texas and Tampico. I will send the *Mobile* home for repairs. Send her round here—that is, if she is able to go home, and I never saw a vessel too damaged to go home. I shall send the *Manhattan* as soon as I think it safe. You can repair the *Tennessee* temporarily to keep out the shot as well as the weather so soon as she can be brought up to the city with safety.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

COMMODORE J. S. PALMER,
Commanding First Division, New Orleans.

Letter from Rear-Admiral Farragut, U. S. Navy, to Major-General Canby, U. S. Army, referring to movements of the enemy.

FLAGSHIP HARTFORD,
Mobile Bay, October 29, 1864.

GENERAL: In the course of catechising two men who deserted from Mobile, machinists, working in the ordnance department, one of them, who appeared to be an intelligent man and not overwilling to say more than he could well avoid, in reply to my question, what had become of Generals Gardner and Higgins, said it was understood in Mobile that their business was to erect batteries at suitable points

on the Mississippi River to interrupt commerce. I remarked, "You mean to help the enemy across the river?" He said: "Yes, sir; that is also a part of their work."

I learn by Commodore Palmer's letter that you no longer feel under any apprehension, as there are a sufficient number of gunboats up the river. I think the commodore will always be able to send one or two in case of necessity. The sickness has cramped him a little by killing off our engineers. I hope the fever is over, however.

I enclose you one of your New Orleans papers, which appears to me to be a pretty strong rebel paper. It purports to be the organ of the French-American population. No doubt it is, and its sympathies are pretty manifest.

I am watching with great anxiety the movements of your army up the river. One of our officers, just escaped from Texas, came down the Red River and informs me that the rebels are fortifying its banks very strongly.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Major-General E. R. S. CANBY,
Comdg. Military Div., Dept. West Mississippi, New Orleans.

Letter from Captain Drayton, U. S. Navy, to Captain Jenkins, U. S. Navy, regarding the disposition of certain captured articles.

U. S. FLAGSHIP HARTFORD,
West Gulf Squadron, October 29, 1864.

MY DEAR JENKINS: You will see by letter, which I found among those you sent me, that the money and other articles with boat, such as oyster tongs, nets, etc., are the property of a loyal citizen of Pilot Town. As he lives inside of the army lines, the admiral thinks it best to turn over the whole property to the army provost-marshal at Fort Morgan, and let him dispose of it, according to the rules in such cases. You had better send one of the men ashore at same time to detail the circumstances of capture, and we can afterwards decide on the boat question, although I think the man was coming down to Pilot Town.

Yours, truly,

P. DRAYTON.

Captain T. A. JENKINS,
U. S. S. Richmond.

Order of Rear-Admiral Farragut, U. S. Navy, to the commandant navy yard, Pensacola, prohibiting the sale of intoxicating drinks.

FLAGSHIP HARTFORD,
Mobile Bay, Ala., October 30, 1864.

SIR: If the enclosed general order of Commodore Smith's is still in force, you will cause it to be rescinded and issue the following:

That hereafter any person found bringing into the naval reserve or selling therein spirituous liquors, strong wines, bitters, or any intoxicating drink, will be punished by the closing of

his store, the confiscation of his stock, and by being sent off the naval reserve or out of the district, as the nature of the offense may demand.

The provost-marshal will be ordered to enforce this order.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Commander J. F. ARMSTRONG,
Commandant (pro tem.) Pensacola Navy Yard.

Report of Rear-Admiral Farragut U. S. Navy, transmitting correspondence in relation to shipment of cotton by Executive permission from Galveston and Sabine Pass by Andrew J. Hamilton.

No. 511.]

FLAGSHIP HARTFORD,
Mobile Bay, October 30, 1864.

SIR: In my dispatch No. 417, dated September 15, I had the honor to enclose to the Department a copy of a letter from the President of the United States to General Canby, in reference to vessels coming out of Galveston and Sabine Pass with cotton consigned to the agent of the Treasury Department at New Orleans, and to report my action thereon.

On the 8th instant I received from a Mr. Philips a communication (copy enclosed marked No. 1), transmitting a letter from the President of the United States, addressed to me under date of August 9, which corresponded exactly with the President's letter to General Canby, forwarded in my dispatch No. 417.

Accompanying Mr. Philips' letter was a power of attorney from Mr. Andrew [J.] Hamilton, appointing a Mr. S. M. Swenson, C. A. Weed, and himself his agents, with powers of substitution, and Mr. Philips, as you will perceive, requested me to endorse or attach to this paper such orders as would prove effective in carrying out the objects contemplated, etc., and refers further to pending negotiations for a large supply of cotton, to carry out which it would be necessary to pass in and return a number of vessels.

The letter of the President is very explicit in its terms, and I do not feel at liberty to go beyond its instructions. I therefore replied to Mr. Philips (enclosure No. 2) that I had given orders to the commanding officer of the Texas division to carry out the instructions of the President; that the letter of the President did not authorize me to allow any vessel to pass in and return from the ports of Galveston and Sabine Pass on the authority of anyone, nor could I do so without such express authority.

Mr. Philips again addressed me on the 15th instant (enclosure No. 3), and in reality to the same effect as before, to which I also replied (enclosure No. 4).

The instructions to Commander Le Roy are herewith forwarded (enclosure No. 5), in which, after quoting the President's letter, I directed him, in order to prevent any attempt at an evasion of the blockade, that if the vessels should come out openly to the blockading fleet, to direct a gunboat to take charge of such vessels and deliver them over to the consignee, but not to allow any vessel to pass into those ports.

I may add in this connection that a Mr. Swenson, one of the parties appointed by Mr. Hamilton in the power of attorney above referred to, has been off the coast of Texas, representing himself as a confidential agent of the Government. One of my officers, Lieutenant-Commander M. P. Jones, of the *Pocohontas*, stationed off Sabine Pass, allowed him to communicate by letter with the shore under a flag of truce, as he informs me in his communication dated the 17th instant (enclosure No. 6). Knowing nothing about Mr. Swenson, and having no official information of his confidential relations to the Government, I have so expressed myself in a letter to Lieutenant-Commander Jones (enclosure No. 7), and directed him to send in under flag of truce no sealed communications unless forwarded to him by me.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Commanding West Gulf Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

[Enclosures]

NEW ORLEANS, LA., *October 7, 1864.*

DEAR SIR: I beg to transmit herewith a letter from his Excellency the President, of August 9, 1864, and also Governor Hamilton's appointment of S. M. Swenson, C. A. Weed, and myself, attached to a copy of said letter, to act as his agents to carry out the objects contemplated, and respectfully ask that you will endorse or attach to the appointment such order or direction to officers of the Navy as will give effectiveness to the objects contemplated in said letter to you. Negotiations are pending for a large lot of cotton, to be furnished by those in the employ of the rebels (demoralization of rebel officers being one of the objects desired) at Galveston and Sabine Pass. To transport this cotton it is necessary to pass in and return a number of vessels at the earliest day possible. Please return the appointment, with your action thereon, at your earliest convenience, and greatly oblige,

Most respectfully and gratefully, your obedient servant,

W. C. PHILIPS.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron.

FLAGSHIP HARTFORD,
Mobile Bay, Ala., October 10, 1864.

SIR: Your letter of the 7th instant, transmitting the letter of the President of the United States, together with a copy of the same, with Andrew J. Hamilton's appointment of yourself and others, has been received.

I have given orders to Commander W. E. Le Roy, the commanding officer of the Texas division of my squadron, to carry out strictly the orders of the President, which direct "that if Andrew J. Hamilton, or any person authorized in writing by him, shall come out of either of the ports of Galveston or Sabine Pass with any vessel or vessels

freighted with cotton, shipped to the agents of the Treasury Department at New Orleans, the passage of such person, vessels, and cargoes shall not be molested or hindered, but they shall be permitted to pass to the hands of such consignees."

I have therefore directed him that if Mr. Hamilton, or any person authorized in writing by him, shall come out of either of the ports above named, openly, to the blockading fleet, and showing no intention of evading the blockade, with cotton consigned to the agent of the Treasury Department, he shall send a gunboat to take charge of the vessels and deliver them over to the agent of the Treasury Department, etc.

The President's letter does not authorize me to allow any vessels to pass in and return from these ports, on the authority of anyone, nor can I do so without such express authority.

Similar negotiations to those alluded to in your letter, founded upon the demoralization of the rebel officers, have been attempted before, which have resulted in fraud and the escape of the *Harriet Lane* and others.

I return herewith the certificate of your appointment by Mr. Hamilton.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

W. C. PHILIPS,
New Orleans.

NEW ORLEANS, LA., *October 15, 1864.*

SIR: Your favor was received declining the giving permission to take vessels in and return from the ports of Galveston and Sabine Pass without more special instructions. There can possibly be one or more vessels purchased from the rebels, now lying in the ports of Galveston and Sabine. If said vessels can be purchased, do you feel authorized to permit us to use them, after coming out of said ports with the first load of cotton, to return to said ports again to bring out additional cotton? The vessels to be loaded with lighters at Sabine Pass. Can we have permission to take a vessel from New Orleans to the blockading squadron off Galveston and Sabine, to be used to take out crew to put on board vessels bought from the rebels, and to remain on during pendency of negotiations?

You will pardon my thus troubling you, but I desire in all matters to act advisedly.

I am, very respectfully, your obedient servant,

W. C. PHILIPS.

Commodore D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron.

FLAGSHIP HARTFORD,
Mobile Bay, Ala., October 20, 1864.

SIR: Your letter of the 15th instant has been received. The instructions contained in the President's letter are explicit, and I do not purpose to go beyond them. In my previous communication I stated the

orders which have been given to Commander Le Roy. No vessels can be allowed to return to the ports of Galveston or Sabine Pass, after having come out and delivered themselves up to the blockading fleet.

I can not, therefore, see the necessity of your taking a vessel from New Orleans to the blockading squadron off these ports.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

W. C. PHILIPS, Esq.,
New Orleans, La.

FLAGSHIP HARTFORD,
Mobile Bay, Ala., October 9, 1864.

SIR: In my letter of the 14th ultimo I enclosed a copy of a letter from the President, directing that "if Andrew J. Hamilton or any person authorized in writing by him shall come out of either of the ports of Galveston or Sabine Pass, with any vessel or vessels freighted with cotton, shipped to the agent of the Treasury Department, at New Orleans, the passage of such person, vessels, and cargoes shall not be molested or hindered, but they shall be permitted to pass to the hands of such consignee."

If, therefore, any vessel or vessels come out from these two ports openly to the blockading fleet, with Andrew J. Hamilton on board, or any person authorized in writing by him, you will direct a gunboat to take charge of such vessel or vessels, and deliver the same up to the agent of the Treasury Department at New Orleans, in accordance with the orders of the President. You will not, however, allow any vessels to go into either of these ports on the authority of Mr. Andrew J. Hamilton or any agent of his. For fear my letter of the 14th may not have reached you, I enclose another copy of the President's letter.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Commander W. E. LE ROY,
Commanding Texas Division.

U. S. S. POCAHONTAS,
Off Sabine Pass, Tex., October 17, 1864.

SIR: I have the honor to inform you that I communicated through a flag of truce with the rebel authorities at this place on the 12th instant for the purpose of sending in a letter from a Mr. S. M. Swenson, a confidential agent of our Government, who visited this coast a few days previously. I have also to report that the enemy sent out a flag of truce on the 16th instant with a few private letters.

I am, admiral, with high respect, your obedient servant,
M. P. JONES,

Lieutenant-Commander, Senior Officer off Sabine Pass.

Rear-Admiral D. G. FARRAGUT, U. S. Navy,
Commanding West Gulf Blockading Squadron.

FLAGSHIP HARTFORD,
Mobile Bay, Ala., October 26, 1864.

SIR: I have received your communication of the 19th instant, informing me that you had communication by flag of truce with the rebel authorities off Sabine Pass, for the purpose of sending in a letter from a Mr. S. M. Swenson, a confidential agent of our Government.

Will you please inform me whether you read the letter therein referred to before permitting it to be forwarded? I have had no official advice that Mr. Swenson is a confidential agent of the Government, and therefore do not recognize him as such. No letter, sealed, must be sent in to the rebel authorities unless received from me with directions to that effect.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Lieutenant-Commander M. P. JONES,
U. S. S. *Pocahontas*, off Sabine Pass.

Report of Rear-Admiral Farragut, U. S. Navy, regarding deficiencies of vessels of the West Gulf Blockading Squadron.

Deficiencies on October 31, 1864.

Petty officers, seamen.	Seamen.	Total seamen.	Ordinary seamen.	Landsmen.	Boys.	Firemen.	Coal heavers.	Total.
174	258	432	356	.....	.....	48	23	859

Table showing the number of men whose times will expire between November 1, 1864, and January 31, 1865, and how many will be required by February 1, 1865.

	Seamen.	Ordinary seamen.	Landsmen.	Boys.	Firemen.	Coal heavers.	Total.
November.....	136	49	131	9	71	29	425
December.....	100	34	171	9	70	55	439
January.....	108	21	121	21	82	55	411
Total.....	344	104	423	42	223	139	1,275
Deficiency Oct. 1.....	432	356	.....	.....	48	23	859
Deficiency Feb. 1.....	776	460	423	42	271	162	2,131
In excess and on hand.....	.....	.....	364	64	100	147	575
Required by Feb. 1.....	776	460	59	.....	171	15	1,481

[D. G. FARRAGUT;
Rear-Admiral.]

Report of Lieutenant-Commander Irwin, U. S. Navy, regarding the capture of the British schooner Albert Edward.

U. S. GUNBOAT KATAHDIN,
Off Galveston, November 1, 1864.

SIR: I have the honor to report the capture of the British schooner *Albert Edward*. The following are the circumstances attending her capture: On the 31st ultimo, at meridian, in latitude 27° 48' N., and

longitude 94° 45' W., discovered a schooner standing to the southward. Started in chase and came up with her in about one hour. Sent an officer to board her, who (on his return) informed me that she was the British schooner *Albert Edward*, and that she had run the blockade of Galveston, loaded with 150 bales of cotton. The only papers found on board were a British register and a rebel crew list and bill of health. I sent an officer with a prize crew to take her to New Orleans for adjudication. I enclose a prize list.

I have the honor to be, very respectfully, your obedient servant,
 JOHN IRWIN,
Lieutenant-Commander.

HON. GIDEON WELLES,
Secretary of the Navy, Navy Department, Washington, D. C.

Letter from Major-General Canby, U. S. Army, to Rear-Admiral Farragut, U. S. Navy, regarding various matters.

HEADQUARTERS MILITARY DIVISION OF WEST MISSISSIPPI,
New Orleans, La., November 1, 1864.

SIR: I have the honor to acknowledge the receipt of your communication of the 29th ultimo, and have furnished the commanders of naval districts on the Mississippi with copies of that portion which relates to the examination of the two deserters who had been employed in the ordnance department at Mobile.

I thank you for calling my attention to the "L'écho Français;" two days ago I had another French newspaper, "La Renaissance Louisianine," suppressed, the type and other material confiscated, and the editor sent across the lines. They shall all be cared for in due course.

The news from Missouri and Arkansas is still very indefinite and somewhat contradictory. General Pleasanton is reported as pressing Price very closely. I have taken every possible means to prevent any attempt to cross the Mississippi, and feel confident that they will not be able to cross any considerable number.

Very respectfully, sir, your obedient servant,
 ED. R. S. CANBY,
Major-General, Commanding.

Rear-Admiral D. G. FARRAGUT,
Comdg. West Gulf Blockading Squadron, Mobile Bay, Ala.

Letter from Commander Le Roy, U. S. Navy, to Brigadier-General Hawes, C. S. Army, acknowledging communications by flag of truce.

U. S. STEAM SLOOP OSSIPPEE,
Off Galveston, November 1, 1864.

GENERAL: I had the honor to receive through the flag-of-truce boat on the 23d ultimo the several communications you did me the favor to forward, and permit me to render my thanks for the prompt and satisfactory manner in which you have responded to the enquiries solicited in relation to the United States naval prisoners in Texas, etc., etc.

The communications addressed to Mr. Swenson, together with his returned communication, I have forwarded to Mr. S., who, I presume, is at New Orleans.

I have also sent to the commanding officer at New Orleans the permission so kindly accorded for Mrs. Groesbeck to land in Texas.

I shall be happy at all times to forward to or from Galveston such mail matters as may reach me.

I am, general, with much respect, your obedient servant,
 WM. E. LE ROY,
Commander, U. S. Navy, Commanding Third Division.
 Brigadier-General J. M. HAWES, C. S. Army,
Commanding Defenses, Galveston, Tex.

Letter from the Secretary of the Navy, to Rear-Admiral Farragut, U. S. Navy, giving information of a torpedo boat completed for the Confederates at Mobile.

NAVY DEPARTMENT, November 1, 1864.

SIR: The following is an extract from a dispatch received from Rear-Admiral Dahlgren, dated the 24th ultimo:

Deserters recently arrived from Savannah report that a torpedo boat has just been finished at that place and immediately sent to Mobile by railroad.

— Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron, Mobile Bay.

Order of Rear-Admiral Farragut, U. S. Navy, to the commandant navy yard Pensacola, forbidding the sale of liquors.

FLAGSHIP HARTFORD,
 Mobile Bay, November 1, 1864.

SIR: I desire to know by whose authority the canteen was established in the marine guard at the Pensacola navy yard. If not by the Secretary of the Navy, you will direct it to be broken up, and hereafter permit no liquor of any kind, malt or otherwise, to be sold in the yard.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Commander J. F. ARMSTRONG,
Commandant Pensacola Navy Yard pro tem.

Stations of vessels composing the West Gulf Blockading Squadron, November 1, 1864.

No. 520.]

FLAGSHIP HARTFORD,
 Mobile Bay, November 4, 1864.

SIR: I have the honor to report the following as the position of the vessels of this squadron on the 1st instant, viz:

At the East Pass of Santa Rosa Island.—Steamer *Bloomer*, sailing vessel *Charlotte*.

In Pensacola Bay.—Steamers *Cayuga*, *Genesee*, *Kanawha*, *Kennebec*, *Octorara*, *Pinola*, *Sebago*; tugs *Jasmine* and *Pink*, and sailing vessels *Potomac*, *W. G. Anderson*, *Kittatinny*, and *J. C. Kuhn*. Most of these steamers are repairing.

In Mobile Bay.—Steamers *Hartford*, *Chickasaw* (ironclad), *Lackawanna*, *Manhattan* (ironclad), *Metacomet*, *Monongahela*, *Owasco*, *Port Royal*, *Richmond*, *Rodolph* (tinclad), *Selma*, *Stockdale* (tinclad), *Winnebago* (ironclad); sailing vessel *M. A. Wood*; tugs *Althea*, *Buckthorn*, *Cowslip*, *Narcissus*, and *Tritonia*.

In Mississippi Sound.—Steamer *J. P. Jackson* and tug *Rose*.

At Ship Island.—Sailing vessel *Vincennes*.

In Lake Pontchartrain.—Steamers *Elk* (tinclad), *Fort Gaines*, and sailing yacht *Corypheus*.

In the Mississippi River.—Steamers *Antona*, *Arizona*, *Arkansas*, *Conemaugh*, *Estrella*, *Meteor*, *Mobile*, *Milwaukee*, *Oneida*, *Princess Royal*, *Tennessee* (ironclad), and *Virginia*; sailing vessels *Fearnot* and *Portsmouth*. Most of these steamers are at the Quarantine station.

At South West Pass.—Sailing vessel *Pampero*.

In Berwick Bay.—Steamer *Carrabasset* (tinclad), *Glide* (tinclad), and *Nyanza* (tinclad).

At Calcasieu.—Steamers *Aroostook* and *Penguin*.

Off Sabine Pass.—Steamers *Gertrude*, *New London*, and *Pocahontas*.

Off Galveston.—Steamers *Ossipee*, *Bienville*, *Chocura*, *Cornubia*, *Katahdin*, *Kineo*, *Pembina*, *Sciota*, and *Seminole*.

Off the Rio Grande.—Steamer *Itasca*.

Off Brazos Santiago.—Steamer *Penobscot*.

The *Augusta Dinsmore* has been employed as a dispatch vessel between New Orleans and the coast of Texas, the *Glasgow* between Mobile Bay and New Orleans, and the tugs *Ida* and *Hollyhock* between New Orleans and the Passes [of the Mississippi].

Since my last report the *Galena* has been transferred from this squadron to the East Gulf, and the *Milwaukee* has joined this squadron from the Mississippi Squadron.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Commanding West Gulf Blockading Squadron.

Hon. GIDEON WELLES.

Secretary of the Navy, Washington, D. C.

Memorandum of Commander Le Roy, U. S. Navy, giving list of vessels belonging to Third Division, West Gulf Blockading Squadron, with stations, conditions, and remarks.

[Memorandum left for the guidance of my successor.]

The blockading points at present are:

1st. Off Calcasieu, two vessels being found necessary, and is of great importance.

2d. Off Sabine Pass, two vessels being found necessary, and is of great importance, the *Granite City* and other vessels being there. It

is a much more quiet anchorage than off Galveston, and I purposed making it the principal coaling station, keeping only one vessel off Galveston to supply immediate wants.

3d. Off Galveston, the principal point, and requiring a number of vessels. When desiring to communicate by flag of truce, a white flag hoisted on board ship is responded to by a white flag hoisted on a large building in Galveston, near the west end of the town. It has been the custom to make the beacon by the main channel the place of meeting, our boats not going much inside, and the enemy's not coming much outside of it. Brigadier-General J. M. Hawes commands the defenses of Galveston, and in all my official intercourse with him and the flag-of-truce boat I have found the utmost courtesy. I have directed the vessels of the blockade not to approach within range of any of the batteries on the beach, as they are said to have a long-range gun, and the property in Galveston being owned by people at the North, or who are loyal, I did not wish to be compelled to return the fire and probably injure the property of those friendly to the Union.

4th. San Luis Pass and Velasco. From the paucity of vessels, I have been compelled to place both of these passages under the surveillance of one gunboat. They are important, being used by the light-draft vessels.

5th. Velasco to Pass Cavallo. Could only be cared for by an occasional passer-by and the vessel stationed to guard San Luis Pass and Velasco on the one side; and,

6th. Pass Cavallo, Espiritu Santo, and Aransas Pass. Pass Cavallo and Espiritu Santo are considered important points, and I have had a vessel stationed there when I have had a sufficient number at my command.

7th. Brazos Santiago. A vessel is especially directed to be kept off Brazos Santiago, where we have a military station, the only one now on this coast. I believe the vessel has been ordered there on account of some irregularities on the part of some of the military, who had gone to work shipping cotton or something else other than their legitimate occupation. As far as assistance the army or troops might require, that could be easily given by the vessel stationed off the Rio Grande.

8th. Off the Rio Grande. Owing to evacuation of Brownsville the blockade of the Rio Grande has been resumed; but our vessels accomplish nothing, Matamoros offering all the facilities for contraband goods the enemy may require and as an avenue for the exportation of cotton from Texas.

9th. Rio Grande to Tampico. The *Princess Royal*, Commander Woolsey, as I was advised by Admiral Farragut in a communication received on the 1st of November, is to cruise between the Rio Grande and Tampico, and the admiral directs, when necessary, etc., that one of the vessels of this division relieve him. The order upon the subject is among the archives of the division.

Divisional.

The coal and oil reports are usually sent in before the end of the month to the divisional commander, who prepares an estimate of the

quantity that will be required for the ensuing month, and a report is made to the admiral and one to the commanding naval officer at New Orleans.

The *Arkansas* and *Augusta Dinsmore* are considered as regular supplies from New Orleans, but they are irregular in their coming.

All prizes are sent to New Orleans for adjudication.

The guard flag, with the meal (red) pennant underneath, I have been in the habit of hoisting when there was a chance to send letters, or letters were received for any coal vessel lying here, having an understanding with the captains who would answer the signal by hoisting their ensigns.

Blockade runners, steamers.

Watson.

Triton.

Marie or *Maria.*

Fannie or *Fanny.* American built; walking beam; said to be fast.

Denbigh or *Danby.* An old Mobile blockade runner; said not to be very fast, but a most successful vessel; English build.

Susanna. A small, fast, light-draft steamer.

William Curry, formerly engineer of the *Isabel*, is said to be on board the *Watson*. He is reported to have violated his parole and escaped from guard ship at Philadelphia.

Captain Blakesly, formerly of the *Cumberland*, made his escape under similar circumstances and at the same time with Curry.

The American steamer *Ike Davis*, of and from New Orleans, was captured by her passengers a month or two since, in September or October, after leaving the Rio Grande and taken into Texan waters. It is supposed her capture did not occasion her owners much regret.

All trading vessels in this region are, I think, a fit subject for suspicion, there being too many of our rascally countrymen who care but little about our nation's well-doing so long as gold comes into their coffers.

A small steamer, the *Susanna*, is rather successful in passing in and out of Galveston. She is of very light draft, and I believe can pass in and out by San Luis Pass. She is fast.

Order for court-martial of persons on board the *Kineo* and *Bienville* could not be attended to, owing to the absence of those vessels, etc., and bad weather.

Order of Rear-Admiral Farragut, U. S. Navy, to the commandant navy yard, Pensacola, restricting all intercourse between Warrington and Woolsey and the town of Pensacola.

FLAGSHIP HARTFORD,
Mobile Bay, November 2, 1864.

SIR: I enclose herewith a general order designed to put an end to the intercourse which it is said is daily carried on between Warrington and Woolsey, on the one hand, and the town of Pensacola on the other.

The families of some of the residents of Warrington and Woolsey remain at Pensacola, and daily visits between these places have heretofore, I am informed, been permitted, which must now cease. The loyal people of Warrington and Woolsey must elect to bring their families from Pensacola or give up visiting them.

I shall have copies of this general order printed and forwarded to you for distribution.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Commander J. F. ARMSTRONG,
Commandant Pensacola Navy Yard pro tem.

[Enclosure.]

GENERAL ORDER.]

FLAGSHIP HARTFORD,
Mobile Bay, Ala., November 1, 1864.

All intercourse between the people of Warrington and Woolsey and the people of the town of Pensacola, now in the hands of the rebels, must be put a stop to. Information is conveyed from the yard and army headquarters to the enemy daily, and there is no doubt that such information is given by parties passing to and fro.

No person will be allowed to go beyond the military lines or to Pensacola without a pass signed by the commanding general and the commandant of the yard; and in all such cases the individuals will be carefully searched to see that they take nothing with them but what is specified in the pass.

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Squadron.

Report of Commander Le Roy, U. S. Navy, commanding Third Division, regarding the impaired condition of the vessels of his command, and referring to the capture of British schooner Albert Edward.

U. S. S. OSSIPEE,
Off Galveston, November 2, 1864.

ADMIRAL: On the 1st instant the *Fort Morgan* arrived early in the morning and I was enabled to dispatch her by noon to supply the vessels at the Rio Grande and intermediate points. On the morning of the 1st the *Augusta Dinsmore* left on her return to New Orleans. Fortunately, a few hours quiet enabled us to get our supplies from the *Fort Morgan* without unnecessary delay. In the last fortnight or more the weather has been so stormy or rough as to greatly interfere with communication between the vessels of the blockading fleet off the port, and that, with the absence of a number of the vessels, has prevented my organizing the court ordered sometime since upon a person on board the *Kineo*, that vessel also having been until within a few days stationed off the Rio Grande. As soon as it is practicable I will endeavor to have the several cases tried.

On the night of the 30th an alarm was given of a vessel running out from this port, and three of the blockade went in pursuit. The *Chocura* returned yesterday morning, having failed in capturing anything; but in the afternoon the *Katahdin* returned, towing the British schooner *Albert Edward*, loaded with 150 bales of cotton, captured on the 31st ultimo, having run out from Galveston the previous night. A steamer got out the same time and was lost in the thick weather the following day, after throwing overboard some of her deck load of cotton. The *Albert Edward* was dispatched yesterday afternoon to New Orleans with a prize officer and crew.

Early this morning the *Itasca* arrived from the Rio Grande, and this afternoon the *Seminole* arrived from her chase after blockade runners of the night of the 30th. Owing to a heavy blow that commenced last evening and continues at present, I have been unable to communicate with either of the two vessels.

The blockade running seems to be very brisk, and with the promise of a much greater number of vessels soon to be engaged in that business, but our means at present are so limited I fear but little can be done to break this trade up. At present I have off here, in addition to this ship, the *Seminole* and *Bienville*, the only vessels that can do anything in chasing. The *Itasca*, just arrived, I know nothing of her condition; but the *Katahdin*, *Kineo*, and *Chocura* are in danger of breaking down at any moment, the former having but one boiler she can depend upon. The *Kineo's* hull and machinery represented in such condition her commander does not consider her seaworthy, and I am only awaiting an opportunity to send a survey on board to ascertain her condition. A few days since Lieutenant-Commander Gillis, stationed off Velasco, writes, requesting a survey upon the *Sciota*, reporting her disabled in hull and machinery. So constant are the complaints of commanding officers in this division of the bad condition of their vessels that I look upon every arrival with anxiety. The *Aroostook*, now off the Rio Grande, was delayed here some days repairing, her machinery being out of order.

I regret to trouble you with these complaints, but the condition of the vessels is too patent to permit me to pass them by, and I feel also it is due to the commanding officers to state [that] I believe as a body they are most anxious to be of service—to work—but the constant unceasing work their vessels have been called upon to perform has used them up.

November 5.—The *Seminole* reports having chased a steamer, but lost her at night.

November 5.—Lieutenant-Commander Skerrett reports through Lieutenant-Commander Brown, of the *Itasca*, that one of his boilers has given out.

The health of this division I am pleased to report as good.

I am, sir, very respectfully, your obedient servant,

WM. E. LE ROY,

Commanding Third Division West Gulf Blockading Squadron.

Rear-Admiral D. G. FARRAGUT, U. S. Navy,

Commanding West Gulf Blockading Squadron, Mobile Bay.

Report of Rear-Admiral Farragut, U. S. Navy, regarding the operations of the Confederates in the vicinity of Mobile in preparation for defense.

No. 516.]

FLAGSHIP HARTFORD,
Mobile Bay, November 3, 1864. •

SIR: Nothing of any importance has occurred here since my dispatch No. 494. The enemy is industrious and increasing his works on the shore and at the mouths of the rivers, and we have intelligence of his preparing two torpedo boats for attacking the blockaders at Dog River Bar, and also that he is building two more rams on the Tombigbee.

I was in hopes that before this we should have been at work here, but, as you are aware, we are compelled to be governed by the movements of the Northern armies, as you will further perceive by the inclosed copy of a letter just received from General Canby.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

[Enclosure.]

Confidential.] HDQRS. MILITARY DIVISION OF WEST MISS.,
New Orleans, La., October 28, 1864.

SIR: By the *Ariel*, which arrived last night, I am informed from the headquarters of the army that no orders will be given in relation to operations from Mobile until after General Sherman's plan of campaign has been fully determined upon. I presume that Hood's operations have caused the delay. My staff officer has been detained in order to bring out the dispatches.

Very respectfully, sir, your obedient servant,

E. R. S. CANBY,

Major-General, Commanding.

Rear-Admiral D. G. FARRAGUT,

Commanding West Gulf Blockading Squadron, Mobile Bay, Ala.

Order of Rear-Admiral Farragut, U. S. Navy, to Acting Volunteer Lieutenant Pennington, U. S. Navy, regarding the U. S. S. Stockdale.

FLAGSHIP HARTFORD,
Mobile Bay, November 5, 1864.

SIR: I send you the *Stockdale* to assist you in any operations you may have in view against the enemy in your neighborhood, such as the destruction of salt works, the getting out of the *Medora*, or anything else which you may consider practicable without too great risk.

When you have done with her, send her back to me.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral.

Acting Volunteer Lieutenant L. W. PENNINGTON,

U. S. S. John P. Jackson, Mississippi Sound.

[Telegram.]

OFFICE U. S. MILITARY TELEGRAPH,
Washington, November 5, 1864.

The following dispatch is forwarded for the information of Major-General Canby, by order of Lieutenant-General Grant:

KINGSTON, *5d—7 p. m.*

For the GENERAL-IN-CHIEF: The situation of affairs is now as follows: Beauregard, with Hood's army, is now at Florence with a pontoon bridge protected from our gunboat from below by the Calvert [Colbert] Shoals, from above by the Mussel Shoals. He has with him

Wheeler's and Roddy's cavalry. Forrest's cavalry is down about Fort Talladega. The country round about Florence has been again and again devastated during the past three years, and Beauregard must be dependent on the Mobile and Ohio Railroad, which has been broken and patched up to its whole extent. He purposes and promises his men to invade Middle Tennessee for the purpose of making me let go Georgia. The moment I learned that he had passed Gadsden I detached the Fourth Corps, General Stanley, 15,000 strong, which is now at Pulaski; and subsequently the Twenty-third Corps, J. M. Schofield, 10,000, which is now on cars moving to Nashville. This gives General George H. Thomas two field corps and about 5,000 cavalry, besides 10,000 dismounted cavalry, and all the new track recently sent to Tennessee with the railroad guards with which to encounter Beauregard should he advance farther, besides which General George H. Thomas will have the active cooperation of the gunboats both above and below the shoals and the two divisions of General A. J. Smith and General Mower en route from Missouri. I therefore feel no uneasiness as to Tennessee, and have ordered General George H. Thomas to assume the offensive in the direction of Selma, Ala.

With myself I have the Twentieth Corps at Atlanta, the Fifteenth and Seventeenth near Kenesaw, and the Fourteenth here. I am sending to the rear, as fast as cars will move, the vast accumulation of stuff that in spite of my endeavors has been along the lines; and am sending forward just enough of bread and meat to enable me to load my wagons, destroy everything of value to the enemy, and start on my contemplated movements. I can be ready in five days, but am waiting to be more certain that General George H. Thomas will be prepared for any contingency that may arise. It is now raining, which is favorable to us and unfavorable to the enemy. Jeff Davis has utterly failed in his threat to force me to leave in thirty days, for my railroad is in good running order from Nashville to Atlanta, and his army is further from my communications now than it was twenty days ago. I would advise the accumulation of all troops available up the Tennessee River, now in good boating stage, up about Clifton, subject to General George H. Thomas's orders, and that Major-General Canby leave the Mississippi to be protected by gunboats and local garrisons and push with about 15,000 men for the Alabama River and Selma. These cooperating movements would completely bewilder Beauregard and he would burst with frantic despair. I proposed to adhere as near as possible to my original plan, and on reaching the seacoast will be available for waiting the army in Virginia, leaving behind a track of devastation as well as a sufficient force to hold fast all that is of permanent value to our cause. When I leave, it will contain little that will be of use or comfort to the enemy.

W. T. SHERMAN,
Major-General.

List of vessels of the West Gulf Squadron in the lower part of Mobile Bay.

MOBILE BAY, Sunday, November 6, 1864.

* * * * *

The following vessels are at anchor in the lower bay: *Hartford*, Captain P. Drayton, with the admiral; *Richmond*, Captain T. A. Jenkins; *Lackawanna*, Captain J. B. Marchand; *Monongahela*, Commander J. H. Strong; *Manhattan*, Commander J. W. A. Nicholson; *Winnebago*, Acting Volunteer Lieutenant W. F. Shankland; *Port Royal*, Lieutenant-Commander B. Gherardi; *Octorara*, Lieutenant-Commander W. W. Low; *Rodolph*, Acting Volunteer Lieutenant George D. Upham; *Stockdale*, Acting Volunteer Lieutenant Thomas Edwards; *Pink*, Acting Master Samuel Belden; *Tritonia*, Acting Volunteer Lieutenant George Wiggin; *Cowslip*, Acting Volunteer Lieutenant C. G. Arthur; *Allhea*, Acting Ensign John Boyle; *Conemaugh*, Lieutenant-Commander J. C. P. de Kraft.

Report of Rear-Admiral Farragut, U. S. Navy, regarding the impaired condition of the vessels of his command.

No. 523.]

FLAGSHIP HARTFORD,
Mobile Bay, November 6, 1864.

SIR: I regret to inform the Department that the boilers of our gunboats are becoming so badly used up that it is almost impossible to

keep a sufficient number on the coast of Texas to maintain an efficient blockade.

What we want are vessels that can run from 10 to 14 knots, if possible, with light batteries and capacity for much coal. I should suppose the captured and purchased vessels would be preferable for blockading; our large vessels are fast enough, perhaps, but they are easily seen at great distances and consume an immense quantity of coal, and coaling on the coast is a serious matter.

The *Mobile* and *Bienville* are the only vessels that can vie in speed with the blockade runners, and although they are perhaps a little faster than the latter, yet not sufficiently so to overtake them before night closes in, and they have, therefore, in nearly every case, made their escape.

The *Mobile* is now broken down by a gale off the Rio Grande and must go North for extensive repairs. She was condemned fourteen months ago, but has done me good service since. She is the fastest vessel I have in this squadron, and I will be glad to have her back again as soon as repaired.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

Order of Rear-Admiral Farragut, U. S. Navy, to Lieutenant-Commander de Krafft, U. S. Navy, commanding U. S. S. Conemaugh, to proceed to Philadelphia for repairs to that vessel.

U. S. FLAGSHIP HARTFORD,

Mobile Bay, November 7, 1864.

SIR: As the extensive repairs required by your vessel (according to the report of the board of engineers) can not be made here without taxing too much our resources, I have determined to send the *Conemaugh* North.

You will, therefore, so soon as you are ready for sea, proceed to Philadelphia, using your own judgment in stopping by the way, either for shelter or coal. On your arrival report to the commandant of the yard and through him to the Secretary of the Navy by letter, enclosing a copy of these orders and forwarding, at the same time, the accompanying dispatch addressed to the Department, a duplicate of which will be mailed by the supply steamer *Fort Morgan*.

Very respectfully,

D. G. FARRAGUT,

Rear-Admiral.

Lieutenant-Commander J. C. P. DE KRAFFT,

U. S. S. Conemaugh, Mobile Bay.

[Telegram.]

KINGSTON, GA., *November 7, 1864—10 a. m.*

Beauregard has left Georgia altogether and shifted across to the neighborhood of Florence, Ala., threatening to invade Tennessee.

We are all ready for him there, and I have still an army with which to go on. I have destroyed Atlanta and marched south. Be prepared with boats to send me supplies from Pontchartrain, and have the navy look out for my fire and rocket signals along the east shore of Mobile Bay or high up as old Blakely.

W. T. SHERMAN,
Major-General.

Major-General E. R. S. CANBY,
New Orleans.

[Telegram.]

HEADQUARTERS OF THE ARMY,
Washington, D. C., November 7, 1864. (Received 18th).

No further military operations on the coast will be undertaken at this time. Troops in Mobile Harbor will be required solely for holding the harbor defenses. All available forces of the Department of the Gulf on the Mississippi River and in Arkansas should be organized to operate from some point on the river to cut off Beauregard's communications, break the Mobile and Ohio Railroad, destroy enemy's supplies, and, if possible, threaten Selma. General Grant leaves the point of departure and line of operations at your own discretion. Price has been cut to pieces, and is by this time south of the Arkansas River. Beauregard has repaired the Mobile and Ohio Railroad and is also repairing the Mississippi and Tennessee road. His depot is at Corinth, and his forces mostly on the Tennessee River. Thomas is in his front with a large force. Sherman, with four corps, is operating in Georgia; his destination is unknown. Possibly he may strike Montgomery and Selma.

H. W. HALLECK,
Major-General and Chief of Staff.

Major-General CANBY.

[Copies furnished Generals Reynolds and Dana. Admiral Farragut and General Grainger furnished copies November 20, 1864.]

Report of Rear-Admiral Farragut, U. S. Navy, regarding the need of competent commanding officers for ironclads.

No. 526.]

FLAGSHIP HARTFORD,
Mobile Bay, November 8, 1864.

SIR: I would most respectfully suggest to the Department that some fixed rule be adopted in relation to the command of the ironclads. There are many volunteer officers who would fight them, perhaps, as well as the regulars; but there is much to be done in the organization and discipline of those vessels that calls for the regular training of the service to get them in proper condition for fighting.

I am led to these remarks by the fact that these vessels are now becoming the most important guardians of our shallow waters, because no wooden vessels of light draft can have their machinery protected except by casemating or ironclading, as they are required to pass under the heaviest batteries and frequently at short distances, and such will be the case here.

It is therefore, in my opinion, very essential that these vessels should be well commanded. One of those transferred to me by Admiral Porter (the *Chickasaw*) was commanded by a volunteer officer sent to deliver her over, and I appointed to her Lieutenant-Commander Perkins; the other (*Winnebago*) was commanded by Acting Volunteer Lieutenant Shankland, and I ordered Commander Stevens to her for the fight of the 5th of August last, considering that there was too much at risk to trust to the inexperience of a volunteer officer. I stated frankly to Mr. Shankland my reasons, and he cheerfully acted as second to Commander Stevens.

Two others are now coming to me from the Mississippi (*Kickapoo* and *Milwaukee*) so soon as prepared for the voyage around to Mobile Bay, and I desire to urge upon the Department the expediency of appointing regular officers to command them or allowing me to do so. It is not doing justice to these vessels or the service to intrust them to some officers. I do not wish to reflect upon others, but I dislike still more to withhold a just tribute from the meritorious.

I have no doubt these vessels will do good service to the country if well commanded—as, for example, by such men as Lieutenant-Commander Perkins. My memorandum of the last inspection of his vessel on the day he returned to the blockade off Mobile city reads thus: “Vessel clean and sweet throughout; well ventilated; officers and crew all comfortably lodged under canvas in apartments on deck between the turrets; arrangements out ahead for picking up torpedoes; went to quarters and exercised all his guns himself; went through all the motions of loading and firing, and taking deliberate aim each fire, four times in five minutes.” Such a fire from such batteries, it appears to me, would destroy anything the shot could penetrate in a very short time.

In conclusion, on this point permit me to say that I think the world is sadly mistaken when it supposes that battles are won by this or that kind of gun or vessel. In my humble opinion the *Kearsarge* would have captured or sunk the *Alabama* as often as they might have met under the same organization and officers. The best gun and the best vessel should certainly be chosen, but the victory three times out of four depends upon those who fight them. I do not believe that the result would have been different if the *Kearsarge* had had nothing but a battery of 8-inch guns and a 100-pounder chase rifle. What signifies the size and caliber of the gun if you do not hit your adversary? It is true that if the machinery of a steamer is not protected it may be struck by chance shot and the ship lost, and therein permit me to assure you the rebels are vastly ahead of us. The machinery and boilers of every one of their gunboats I have seen are better protected than ours. Their men are a little more exposed to the fire of small arms, but as no one calculates nowadays upon going close enough to an enemy for the use of small arms since the introduction of long-range guns, that is of no great consequence. The rebel gunboats *Morgan*, *Gaines*, and *Selma* are protected on the sides in wake of the machinery with 2-inch iron plates and packed cotton inside the bulwarks. The boilers are covered in with the same material, and on the bows they have pieces bent round the cutwater which run aft some 20 feet, intended for ramming.

I desire to mention here one great difficulty we have with these ironclads on this station—the want of a drydock. They soon become

so foul that they lose their speed. The *Manhattan* at present will scarcely go 4 knots. I can not but think that the basin at Pensacola could be made to dock all vessels of 10 feet draft by a competent naval constructor, and thus millions would be saved to the Government. There requires little to be done to it besides the building and placing a good gate. The Pensacola docks and its fixtures were built under the direction of Mr. Hanscom, the naval constructor at the Norfolk yard, who will be able to give the Department all the information on the subject. He is a person of fine capacity both as a constructor and engineer.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Comdg. West Gulf Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Order of Rear-Admiral Farragut, U. S. Navy, to Captain Marchand, U. S. Navy, to assume command of the Third Division, relieving Commander Le Roy, U. S. Navy.

FLAGSHIP HARTFORD,
Mobile Bay, November 8, 1864.

SIR: So soon as you are ready for sea you will proceed with the *Lackawanna*, under your command, off Galveston and relieve Commander Le Roy in the charge of the Third Division of the West Gulf Blockading Squadron, from whom you will receive all necessary information. The *Ossipee* will then proceed to Pensacola.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Captain J. B. MARCHAND,
U. S. S. Lackawanna, Mobile Bay.

Order of Rear-Admiral Farragut, U. S. Navy, to Commander Le Roy, U. S. Navy, regarding transfer of command.

FLAGSHIP HARTFORD,
Mobile Bay, Ala., November 8, 1864.

SIR: As soon as relieved by the U. S. S. *Lackawanna*, you will turn over the command of the Third Division to Captain J. B. Marchand, giving him all necessary information and furnishing him with copies of all orders and instructions you may have received from the Department or myself, particularly in relation to the running out of cotton by Mr. Hamilton. You will then proceed with the *Ossipee* to Pensacola, coal and provision and otherwise prepare your ship for service, and await my further orders.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Commander W. E. LE ROY,
Comdg. Third Division, U. S. S. Ossipee, Texas Coast.

Memorandum order of Commander Le Roy, U. S. Navy, to Lieutenant-Commander Maxwell, U. S. Navy, commanding U. S. S. Pembina.

NOVEMBER 9, 1864.

I wish you would proceed to Sabine Pass in the morning; fill your coal, and make such repairs as practicable to your boilers, then proceed to Calcasieu and relieve the *Penobscot*, directing Captain Benham to fill his coal and report here. Should the *Itasca* be ready for service when you reach Sabine Pass, say to Captain Brown I wish him to go to Calcasieu until you can relieve him, and to give Benham the order to coal and come here; and after you relieve the *Itasca* I wish Captain Brown to come here.

I send a communication for the vice-consul of Prussia, received by the last mail, as there is so little chance here for flags of truce. I send it for you to hand to Captain [M. P.] Jones, of the *Pocohontas*, to whom I have written upon the subject, also enclosing to him two letters for persons in Texas.

W. E. LE ROY,
Commander.

[Lieutenant-Commander J. G. MAXWELL,
Commanding U. S. S. Pembina.]

Letter from the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, granting permission to transfer the command of the West Gulf Squadron.

NAVY DEPARTMENT, November 9, 1864.

SIR: The Department has received your No. 488, in which you express a desire for machinists and boiler makers, and has given the matter attention. It has also received your No. 476, in which there is reference to your health and the subject of your return. That the matter of giving up your command may be correctly understood, I take this occasion to say that it is the wish of the Department that you should feel at liberty to turn over the command of the West Gulf Squadron to the next officer in rank to yourself at any time you may see fit and return to New York on the *Hartford*.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. G. FARRAGUT,
Comdg. West Gulf Blockdg. Squadron, Mobile Bay.

Report of Rear-Admiral Farragut, U. S. Navy, regarding the offer of a Boston firm to raise the U. S. S. Tecumseh.

No. 529.]

FLAGSHIP HARTFORD,
Mobile Bay, November 9, 1864.

SIR: I have had an application from an officer of this squadron. Acting Ensign C. H. Sinclair, of the U. S. S. *Manhattan*, who was formerly connected in business with a Boston firm, of which Mr. T. H. Bacon is the principal partner. The firm is anxious to undertake to raise the *Tecumseh*, and I understand their terms to be that the Government shall pay the sum or sums which may be agreed upon when the work is done.

The *Tecumseh* is buoyed and lies very near Fort Morgan, say two or three hundred yards from the wharf, in a southwest direction, the pilots say in 7 fathoms water, with 3 fathoms over her. We have not been able to ascertain her position, not being able to discover her turret.

Much valuable material and her guns may be recovered, provided good divers are employed on this duty. There are none to be had here. Those which I had at work on the *Philippi* and the blockade runner *Ivanhoe* were good for nothing.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Comdg. West Gulf Blockdg. Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

Report of Rear-Admiral Farragut, U. S. Navy, regarding the impaired condition of the vessels of his command.

No. 532.]

FLAGSHIP HARTFORD,
Mobile Bay, November 13, 1864.

SIR: I consider it my duty to call the attention of the Department to the present condition of the force on this station.

The vessels are becoming used up, the boilers of most of them require several months repairs, and some of the officers consider their vessels unsafe to keep the sea.

The class denominated double-enders I have had but little service out of compared with the screw gunboats. The latter have done pretty much all the blockading duty, on account of the general complaint of the commanders of the double-enders of their vessels being so weak as to work and twist in a gale and also to settle amidships, some of them to the extent of 4 inches when ready for sea, besides which they all steer so badly that I forbid them crossing the bows of any vessel, although I have had a third rudder put on three out of five of them. None of them that I can find out use the forward rudder; this arises, I believe, from two causes. First, the rudder is embedded in the woodwork, so that the water does not act sufficiently upon it; and, second, there is not sufficient space in the bow or stern to allow the helm to be put at a sufficient angle to the keel before striking the side, and from their great length and little depth they work so much that the commanding officers are generally afraid of them and are always anxious to avoid sea duty. As they are valuable vessels in smooth water, they are usually sent on inside duty when this can be done. The *Conemaugh*, now gone home for repairs, has only been out here eight or nine months, and during that time she has not been outside two months, but kept mostly in the Mississippi River and Sound, and she was sent North because, by the report of the board of survey, it would occupy all our mechanics too long a period to repair her.

The *Octorara* has recently been four months in New Orleans, in the hands of the machinists, and lately one month in Pensacola, and has not done four months' sea duty since she has been on this station, but, like the others, kept in the Mississippi Sound when we could spare her.

The *Metacomet* and *Sebago* are the best of them; the latter is much the strongest built of all.

The double-enders that I have named are well commanded, and yet, with the exception of the two last mentioned, are unfit to go to sea, according to the report of their commanding officers, without taking off some of their guns, which I shall do if I find myself compelled to send them to keep up the blockade off Texas.

The *Genesee* I do not know the extent of the weakness of. She has now been upward of two months in Pensacola repairing, but her commander is one of those nervous, complaining officers, that it is not easy to form a very just idea of his vessel; he has always said that "she is good for nothing."

The *Port Royal's* boilers are also said to require extensive repairs, as well as new bottoms; the *Sebago's* also. The screw gunboats nearly all require new bottoms and extensive repairs to boilers, so that although with these vessels I manage to keep up the blockade of the Dog River Bar, it is only by changing them every few days for repairs, and I am being very hard pushed to maintain the blockade of Texas with vessels that can not catch anything but sailing vessels and schooners. Some of these screw gunboats are weakly built. The *Ovasco* was condemned by survey the other day and sent up here. I find her lodge and hanging knees rent and split so badly that the officers thought she would roll herself to pieces in a gale off Texas.

—With all these lame vessels I can only keep three, and at times four gunboats and one ironclad (the *Chickasaw*) to blockade the enemy, who has three ironclad casemated rams, two iron casemated floating batteries, and two gunboats, also protected as to their machinery with iron, all lying under a line of forts and the whole protected on the outside by a line of obstructions, piles, and torpedoes. I had a beautiful view of everything yesterday when up the bay. The day was remarkably clear and we could count every gun, and I could not but regret the loss of time through the want of troops to render aid to our forces in Georgia.

I have made the above statement of the condition of the gunboats in order that the Department may not be surprised if we do not catch all the blockade runners on the coast of Texas.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

List of vessels comprising the Third Division, under command of Captain Marchand, U. S. Navy.

BLOCKADE OF GALVESTON, Monday, November 14, 1864.

* * * * *

The very small and crippled force with which I am expected to blockade the coast from Calcasieu to the Rio Grande is composed as follows:

At Calcasieu.—Steam gunboat *Penobscot*, Lieutenant-Commander A. E. K. Benham; steamer *New London*, Acting Master Lyman Wells.

At Sabine Pass.—Steam gunboat *Pocahontas*, Lieutenant-Commander M. P. Jones; steam gunboat *Itasca*, Lieutenant-Commander George Brown; steam gunboat *Pembina*, Lieutenant-Commander J. G. Maxwell; steamer *Gertrude*, Acting Master H. C. Wade.

At Galveston.—Steam sloop *Lackawanna*, Captain J. B. Marchand, commanding; steam gunboat *Chocura*, Lieutenant-Commander R. W. Meade, jr.; steamer *Bienville*, Lieutenant H. L. Howison; steamer *Cornubia*, Acting Volunteer Lieutenant John A. Johnstone.

Off Velasco and San Luis Pass.—Steam gunboat *Katahdin*, Lieutenant-Commander John Irwin.

Off the Rio Grande.—Steam sloop *Seminole*, Commander A. G. Clary; steam gunboat *Aroostook*, Lieutenant-Commander J. S. Skerrett.

Letter from the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, transmitting copy of the President's order revoking permission granted to Andrew J. Hamilton for the shipment of cotton from Texas.

NAVY DEPARTMENT, *November 14, 1864.*

SIR: The Department has received your No. 511, dated the 30th ultimo, in reference to Andrew J. Hamilton and his agents.

The Executive order of the 9th of August last, directing that if Mr. Hamilton or his authorized agents should come out of Galveston or Sabine Pass with any vessel or vessels freighted with cotton shipped to the agent of the Treasury Department at New Orleans, such vessels should be permitted to pass, has been revoked, as you will perceive by a copy of an order of the President, dated 11th instant, herewith enclosed. It is not unlikely that you may have already received the order of revocation.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. G. FARRAGUT,
Comdg. Western Gulf Blockading Squadron, New Orleans.

[Enclosure.]

EXECUTIVE MANSION,
Washington, November 11, 1864.

An Executive order to Rear-Admiral David G. Farragut having been issued on the 9th of August last, directing that, if Andrew J. Hamilton, or any person authorized in writing by him, should come out of either of the ports of Galveston or Sabine Pass with any vessel or vessels freighted with cotton shipped to the agent of the Treasury Department at New Orleans, the passage of such person, vessels, and cargoes should not be molested or hindered, but should be permitted to pass to the hands of such consignee, the said order is from this date to be considered as revoked.

ABRAHAM LINCOLN.

Letter from the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, regarding the raising of the U. S. S. Tecumseh.

NAVY DEPARTMENT, *November 15, 1864.*

SIR: The relatives of the officers who were lost in the *Tecumseh* have been writing to the Department with regard to the possibility of rais-

ing the vessel or recovering the bodies or the personal effects of those who went down in her.

Is there any prospect of such an end being accomplished? - Your views on the subject are desired.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. G. FARRAGUT,
Comdg. West Gulf Blockading Squadron, Mobile Bay.

Report of Rear-Admiral Farragut, U. S. Navy, requesting the return of the U. S. S. Mobile, after repairs, to the West Gulf Squadron.

No. 542.]

FLAGSHIP HARTFORD,
Mobile Bay, November 16, 1864.

SIR: I send the *Mobile* to New York for repairs. This vessel was condemned over twelve months ago, but she is so fast and so fine a vessel that I was unwilling to let her go so long as she could do service.

Latterly I sent her down on the coast of Texas, where she became the terror of the blockade runners. She captured several prizes and but for her coal giving out and a squall she would have caught their fastest steamer, the *Susanna*. As it was, she compelled her to throw overboard 400 bales of cotton, most of which was afterwards picked up by the *Mobile* and other vessels of the squadron.

I would be much gratified to have her back again if she is deemed worthy of repairs. Her boilers are reported worn-out, the ship much decayed, and in a gale of wind off Rio Grande she was much strained, through the determination of Lieutenant-Commander Watters to compel her to remain at her anchors instead of allowing the captain to get underway.

Acting Volunteer Lieutenant Giraud is an excellent officer and has always acquitted himself well under my command. The Department will remember he came into Mobile Bay in the action of the 5th of August last as a volunteer on board the *Ossipee*, and was honorably mentioned by Commander Le Roy and myself.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Letter from Rear-Admiral Farragut, U. S. Navy, to the President, referring to the Regulations of Trade.

FLAGSHIP HARTFORD,
Mobile Bay, November 16, 1864.

SIR: I have the honor to acknowledge the receipt of a telegram from New Orleans, forwarded by General Canby, from your Excellency, and beg to state that I have never allowed the blockade to be violated, but as I understand the Regulations of Trade, dated January 26, 1864, articles are permitted to come out into our lines but nothing to go into

the rebel lines, and articles coming out are to be delivered up to the special agent of the Treasury.

I am, very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding Western Gulf Blockading Squadron.

HIS EXCELLENCY ABRAHAM LINCOLN,
President of the United States, Washington.

Order of Rear-Admiral Farragut, U. S. Navy, to Captain Emons, U. S. Navy, regarding the command of the Third Division.

U. S. S. HARTFORD,
Mobile Bay, November 17, 1864.

SIR: Enclosed is a copy of a letter which I have addressed to Captain J. B. Marchand.

As you are to relieve him in the command of the Third Division of the squadron, you will consider yourself to be governed by the instructions therein given to Captain Marchand.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral, Commanding Western Gulf Blockading Squadron.

Captain GEORGE F. EMMONS,
Mobile Bay.

Order of the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, to send two ironclads to the Mississippi Squadron.

NAVY DEPARTMENT, *November 17, 1864.*

SIR: There is strong pressure for ironclads up the Cumberland and Tennessee rivers, and if you do not propose offensive operations, and a couple of those received from the Mississippi Squadron can be spared, send them back with dispatch.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron, Mobile Bay.

Report of Rear-Admiral Farragut, U. S. Navy, regarding steps taken for annulling the previous order of the President in relation to Andrew J. Hamilton.

No. 544.]

FLAGSHIP HARTFORD,
Mobile Bay, November 18, 1864.

SIR: In my dispatch No. 511 I had the honor to enclose to the Department copies of the correspondence which I had had with a Mr. Philips, who claimed to be, with a Mr. S. M. Swenson and C. A. Weed, the agents of Mr. Andrew J. Hamilton, and I transmitted at the same time a copy of my orders to Commander Le Roy, in charge of the blockade off Texas, and also copies of a letter received from Lieutenant-

Commander Jones, of the *Pocahontas*, referring to this Mr. Swenson, and to his having communicated with the shore by letter under flag of truce and of my reply thereto.

Lieutenant-Commander Jones has since informed me by letter, dated the 1st instant, that he had read carefully Mr. Swenson's letter before sending it on shore, "that it was addressed to a Mr. McKenney, a resident of, I think, Austin, Tex., and briefly stated the reasons why he was unable to meet McKenney under a flag of truce off this place, as he, Swenson, proposed to him in the letters sent in at Galveston; that his object was purely commercial; that he should endeavor to get back here in about three weeks, when he urged McKenney to meet him, if possible, and concluded with a brief message to Mrs. Swenson of conjugal love."

I have also received a letter from Commander Le Roy, the commanding officer of the Texas division, under date of October 24, an extract from which is as follows:

While off Galveston Mr. Swenson sent, through me, a communication to the commanding general, requesting permission through flag of truce to have an interview with certain merchants in Texas. Yesterday Mr. Swenson's letter was returned with an endorsement from Headquarters District of Texas (where it was referred by the commanding general at Galveston), that under no circumstances will communication be allowed between the writer of this or any of the class of persons to which he belongs with persons within our lines.

On the 16th instant I received from New Orleans, through General Canby, the following copy of a telegram from the President of the United States:

EXECUTIVE MANSION,
Washington, November 6.

For the Naval Officer in Command in Mobile Bay:

Do not, on any account or any showing of authority whatever, from whomsoever purporting to come, allow the blockade to be violated.

A. LINCOLN.

Immediately on the receipt of this I wrote to Captain J. B. Marchand, then senior officer off Texas (copy enclosed, marked No. 1), in which, after referring to the previous orders given to Commander Le Roy, I quoted the last telegram from the President and directed him as follows:

You will therefore consider the instructions given to Commander Le Roy of noneffect and be governed by the orders of the President as contained in the above telegram of the 6th instant, and you will at once instruct the commanding officers of the vessels of your division to the same effect.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

[Enclosure.]

U. S. FLAGSHIP HARTFORD,
Mobile Bay, Ala., November 17, 1864.

SIR: In a communication dated October 9, addressed to Commander Le Roy, of the *Ossipee*, I enclosed a copy of a letter from the President of the United States, and instructed him in accordance therewith, as follows:

If, therefore, any vessel or vessels come out from these ports openly to the blockading fleet with Andrew J. Hamilton on board, or any person authorized in writing by him, you will

direct a gunboat to take charge of such vessel or vessels and deliver the same up to the agent of the Treasury Department at New Orleans in accordance with the orders of the President. You will not, however, allow any vessels to go into either of those ports on the authority of Mr. Andrew J. Hamilton or any agent of his.

As I requested Commander Le Roy to furnish you with copies of all my instructions on this point, you have doubtless received from him a copy of this letter.

Yesterday I received the following copy of a telegram, through General Canby, from the President of the United States:

EXECUTIVE MANSION,
Washington, November 6, 1864.

For the Naval Officer in Command in Mobile Bay:

Do not, on any account or any showing of authority whatever, from whomsoever purporting to come, allow the blockade to be violated.

A. LINCOLN.

You will therefore consider the instructions given to Commander Le Roy of noneffect and be governed by the orders of the President as contained in the above telegram of the 6th instant, and you will at once instruct the commanding officers of the vessels of your division to the same effect.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Captain J. B. MARCHAND,
Commanding Third Division, off Texas.

Order of Rear-Admiral Farragut, U. S. Navy, to Commander Strong, U. S. Navy, commanding U. S. S. Monongahela, regarding blockade duty.

U. S. S. HARTFORD,
Mobile Bay, November 18, 1864.

SIR: You will proceed with the *Monongahela* under your command off the coast of Texas, cruising for blockade runners off that coast and on a line between Galveston and [Cape] San Antonia, Cuba.

When your coal is expended you will repair to New Orleans and report to me by letter.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Commander J. H. STRONG,
U. S. S. *Monongahela*, Mobile Bay.

Order of Rear-Admiral Farragut, U. S. Navy, to Lieutenant-Commander Wilson, U. S. Navy, commanding U. S. S. Cayuga, to proceed to duty off Galveston.

U. S. S. HARTFORD,
Mobile Bay, Ala., November 18, 1864.

SIR: You will proceed with the *Cayuga* under your command off Galveston and report for blockade duty to Captain Marchand, commanding Third Division.

You will receive on board Captain Emmons, who is to relieve Captain Marchand, and some marines for the *Lackawanna*.

Very respectfully,

D. G. FARRAGUT.

Lieutenant-Commander HENRY WILSON,
U. S. S. Cayuga.

List of vessels on the Galveston blockade.

BLOCKADE OFF GALVESTON,
Friday, November 18, 1864.

* * * * *

The following are the only vessels here to blockade Galveston:

Steam sloop *Lackawanna*, Captain J. B. Marchand; steam gunboat *Aroostook*, Lieutenant-Commander J. S. Skerrett; steam gunboat *Pembina*, Lieutenant-Commander J. G. Maxwell; steamer *Bienville*, Lieutenant H. L. Howison; steamer *Cornubia*, Acting Volunteer Lieutenant John A. Johnstone.

Two coal barks to supply the squadron are also at anchor.

[J. B. MARCHAND,
Captain.]

Report of U. S. prize commissioner at New Orleans of the arrival of the prize schooners Lone and John A. Hazard.

U. S. PRIZE COMMISSIONER'S OFFICE,
New Orleans, November 18, 1864.

SIR: I have the honor to inform you that the following prizes have been reported to me within the past two days:

The schooner *Lone*, of 40 tons, John Curry, master, was captured on the 6th November, 1864, off Brazos Pass, Texas, while attempting to run the blockade, by the U. S. S. *Port Morgan*, William B. Eaton, U. S. Navy, commanding, and sent to this port in charge of Acting Ensign Peter Faunce. She has an assorted cargo—bagging, iron, etc.

The schooner *John A. Hazard*, 50 tons, Henry Meyers, master, was captured on 5th November, 1864, in latitude 27° 04' N. and longitude 96° 06' W., about 50 miles from shore, by the U. S. S. *Port Morgan*, W. B. Eaton, U. S. Navy, commanding, and reported by Acting Master's Mate Henry A. Case, of said steamer. Her papers clear her from Vera Cruz for New Orleans, and she has a general cargo, consisting of coffee, rice, oil, dry goods, hardware, bagging, drugs and medicines, and rope. She sailed under British colors.

Very respectfully, your obedient servant,

D. AUGUSTIN,
U. S. Prize Commissioner.

HON. GIDEON WELLES,
Secretary of the Navy.

Order of Rear-Admiral Farragut, U. S. Navy, to Lieutenant-Commander Jouett, U. S. Navy, commanding U. S. S. Metacomet, regarding duty for that vessel.

U. S. FLAGSHIP HARTFORD,
Mobile Bay, Ala., November 18, 1864.

SIR: You will proceed with the *Metacomet* to New Orleans, taking in tow the *Manhattan*.

On your arrival there report to Commodore Palmer for light repairs, viz, calking your decks. You will leave there your IX-inch guns, fill up with coal, and proceed to sea, taking your station between Texas and the Yucatan Banks, and cruise for blockade runners.

Should you have any inducement to continue the cruise after your coal is out you will proceed to Key West and request Admiral Stribling to supply you, and when that is expended proceed to Pensacola and report to me.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Lieutenant-Commander J. E. JOUETT,
Commanding U. S. S. *Metacomet*, Mobile Bay, Ala.

Report of Commander Woolsey, U. S. Navy, commanding U. S. S. Princess Royal, regarding the capture of the schooner Neptune.

U. S. S. PRINCESS ROYAL,
Off Brazos Santiago, Tex., November 28, 1864.

SIR: I respectfully submit the following report of particulars of the capture of the schooner *Neptune*. Said schooner was discovered between 4 and 5 p. m. yesterday, about 5 miles to the eastward and standing for the coast, this vessel being about 2 miles from the beach. I boarded her about 16 miles N. N. E. of this place. The boarding officer was directed to enquire why she showed no colors. The master replied that he had none. She had no register nor other papers, excepting some informal ones of no value excepting as evidence that she had been in Velasco and Matagorda, and a certificate of D. M. Stopp, collector of Velasco, that the "schooner *Neptune*, of Lavaca, was authorized to trade, convey passengers, etc., until regular papers can be issued by the collector of this port," dated September 2, 1863.

I seized the vessel, brought her crew (three persons) on board this vessel, and towed her to this anchorage. Upon searching her the following articles were found, viz:

1st. A rebel ensign.

2d. A pocketbook, containing the discharge of John Wilson (seaman) from the Confederate steamer *Dodge*, and signed by H. S. Lubbock, commanding C. S. S. *Bayou City*; a receipt to John Wilson for \$2,000, by Charles Gearing, Houston, April 15, 1863; a receipt to same for \$100, by Charles Sweeny and Thomas Barnard, Houston, April 21, 1863; a promissory note for \$100, to John Wilson or order, by William Long, Houston, April 26, 1863.

3d. A cigar case containing \$110 in Confederate bank notes.

The vessel was empty, having just lost a cargo of salt, said salt having, according to the master's statement "dissolved in her hold." There was much water in her hold and it was very salt. She has 40

tons capacity; is of little value as a prize, but she is almost a new vessel, and is capable of carrying 75 bales of cotton in 5 feet of water.

I will send her to New Orleans for adjudication.

I have the honor to be, most respectfully, sir, your obedient servant,
M. B. WOOLSEY,
Commander.

HON. GIDEON WELLES,
Secretary of the U. S. Navy, Washington.

Report of Commander Le Roy, U. S. Navy, commanding U. S. S. Ossipee, of arrival at Pensacola after transferring the command of the Third Division to Captain Marchand, U. S. Navy.

U. S. S. OSSIPEE,
Off Navy Yard, Pensacola, November 21, 1864.

ADMIRAL: I have the honor to report my arrival in this port this morning. On Sunday week the *Lackawanna* arrived off Galveston, and having turned over to Captain Marchand all the papers and information in my possession, I left the same evening for Sabine Pass, where I arrived the next morning, and the following day (Tuesday) convened a court-martial in obedience to your order of November 10. The court having concluded its labor early on Thursday morning, at noon of that day I left for this port. On Sunday forenoon I communicated at Mobile Bay with the fleet for the purpose of reporting to yourself the necessity for an overhauling of the engines of this ship, as they lately have occasioned us much trouble, and requesting your permission to do so at this port, as we could not, in our present condition, do any service that would require much running.

The senior engineer thinks from four to five weeks' labor will put his department in serviceable condition.

The ship also leaks considerably, but I am in hopes calking a few strakes outside, near the water line, will correct to some extent that trouble. I communicated with Captain Jenkins, the senior officer present, commanding Second Division West Gulf Blockading Squadron, but I deem it proper to address you officially upon the subject.

I have stated this morning to Commander Armstrong the wants, etc., and he has given orders to the chief engineer and to the carpenter of the yard to make the necessary inspection, and such repairs, etc., as may be necessary will be commenced immediately.

I am, very respectfully, your obedient servant,
WM. E. LE ROY,
Commander, U. S. Navy.

Rear-Admiral D. G. FARRAGUT, U. S. Navy,
Commanding West Gulf Blockading Squadron, Mobile Bay.

Letter from Captain Drayton, U. S. Navy, to Captain Jenkins, U. S. Navy, referring to military movements.

U. S. NAVAL HEADQUARTERS,
No. 148 Canal Street, New Orleans, La., November, 21 1864.

MY DEAR JENKINS: We send back the *Tritonia* with mails, keeping the *Glasgow* for a flagship. The admiral talks of coming over to-mor-

row, but I don't think he will get off so soon. I suppose the coal vessel from Pensacola got in the day we left; don't let coal be taken from her until the *Arena* is discharged.

I saw General Canby yesterday; he is getting along finely. Sherman is going to move down toward Mobile and wants us to keep a lookout for signals toward Blakely. This must not be made public beyond what is necessary to carry it out. Jesse Vinton, the pilot of the *Octorara*, is at Pilot Town; please have him sent up.

Yours, truly,

P. DRAYTON.

Captain T. A. JENKINS,
U. S. S. Richmond, Mobile Bay.

Report of Rear-Admiral Farragut, U. S. Navy, expressing gratitude for the Department's consideration.

No. 547.]

NEW ORLEANS, November, 22 1864.

SIR: I have the honor to acknowledge the receipt of your communication of the 9th instant and to express my thanks for the consideration of the Department, as I have now nearly completed my third year in this command. Although my health is once more good, I feel that a respite from the duties of a squadron will be a great service to me and enable me to commence any new work with more energy, while at the same time it gives place to some meritorious officer who may be anxious to show his zeal in the cause of his country. I have no doubt Commodore Palmer will use every exertion to carry out the views of the Department to its satisfaction. I shall therefore turn over the squadron to him and sail in the *Hartford* for New York, as suggested by the Department, at as early a day as I can complete the arrangements, say about the 1st of December.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy.

Order of the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, that ironclads be commanded by lieutenant-commanders.

NAVY DEPARTMENT, November 23, 1864.

SIR: Your communication of the 8th instant is received. Ironclad vessels of the *Manhattan* class, and the others which you have received from the Mississippi Squadron, will hereafter be designated as fourth rates, and be commanded by lieutenant-commanders.

Relieve Commander Nicholson from the *Manhattan* and assign the command of the ironclads to such lieutenant-commanders of the squadron under your command as you may deem best.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron.

Letter from Captain Drayton, U. S. Navy, to Captain Jenkins, U. S. Navy, regarding the immediate departure for the North of Rear-Admiral Farragut.

U. S. NAVAL HEADQUARTERS,
New Orleans, La., November 23, 1864.

DEAR JENKINS: The admiral leaves here per *Glasgow* at 9 a. m. on Friday. We go North in the *Hartford* almost immediately. Please tell Kimberly, but otherwise keep it secret, and tell him to do so.

This is scarcely necessary, but as the admiral is not present to give me permission to tell it I think it better not to let it go further than is necessary and convenient.

Yours,

P. DRAYTON.

Report of Commodore Palmer, U. S. Navy, requesting authority to convene courts-martial.

U. S. NAVAL HEADQUARTERS,
No. 148 Canal Street, New Orleans, La., November 25, 1864.

SIR: Admiral Farragut being about to leave for the North, and as this squadron is about to be turned over to my command, I request that I may be invested with authority to convene courts-martial.

I am, sir, very respectfully, your obedient servant,

JAS. S. PALMER,
Commodore, Commanding West Gulf Blockading Squadron,
New Orleans, La.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of the Secretary of the Navy to Acting Volunteer Lieutenant Du Bois, U. S. Navy, commanding U. S. S. Albatross.

NAVY DEPARTMENT, November 25, 1864.

SIR: Proceed with the U. S. S. *Albatross* to Mobile Bay and report to Rear-Admiral D. G. Farragut for duty.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Volunteer Lieutenant T. B. Du Bois,
Commanding U. S. S. *Albatross*, Portsmouth, N. H.

Report of Commander Clary, U. S. Navy, commanding U. S. S. Seminole, cruising off Brazos Santiago, Tex.

U. S. GUNBOAT SEMINOLE,
Off Brazos Santiago, November 25, 1864.

MY DEAR SIR: I am in receipt of several communications from Captain Marchand by the U. S. S. *Dinsmore*; shall be able to dispatch her in two hours. I have no news of importance to convey. The weather has been so rough now for two weeks that I have not been able to arrange communications with the general in command of our forces

here, not even to establish signals. I wrote our consul several days since, forwarding by a transport bound in, but as the former consul is about to be relieved can hardly expect much information from either at present.

I learn that the steamer *Ike Davis*, seized * by rebel passengers en route from Bagdad to New Orleans, was run into Matagorda Bay and is now loading with cotton to run the blockade. She has not sufficient fuel, but they are burning charcoal for her. A large English steamer ran in there a few days since, disabled, but bound for Galveston. One or two schooners are in there awaiting cotton. The above I learn from a prisoner (on board the *Dinsmore*), a New Orleans mulatto.

I have eight days' coal remaining, and it would be impossible to coal here, so, with your permission, I shall leave for off Galveston for a supply at the expiration of that time, in obedience to instructions from the divisional commander.

I hardly carry sufficient coal for this station, but am well adapted to offshore cruising—that is, 80 or 90 miles off Galveston—our speed being from 9 to 13 knots with steam and sail. I trust you will give it your consideration.

Very respectfully, your obedient servant,

A. G. CLARY,
Commander, U. S. Navy.

Captain GEO. F. EMMONS,
Divisional Commander, off Galveston, Tex.

Order of Rear-Admiral Farragut, U. S. Navy, to Commodore Palmer, U. S. Navy, regarding the vessels transferred to the Mississippi Squadron.

U. S. S. HARTFORD,
Mobile Bay, November 27, 1864.

COMMODORE: As soon as you shall consider the ram *Tennessee* and the monitor *Manhattan* ready for service you will order the commanding officers to proceed up the Mississippi River to such points as Acting Rear-Admiral S. P. Lee, of the Mississippi Squadron, may have designated, and on their arrival there to report to Admiral Lee by letter.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Commodore J. S. PALMER,
Headquarters, New Orleans.

Report of Rear-Admiral Farragut, U. S. Navy, regarding the exchange for certain vessels in the Mississippi Squadron of the captured ram Tennessee and monitor Manhattan.

No. 569.]

FLAGSHIP HARTFORD,
Mobile Bay, November 27, 1864.

SIR: In my dispatch No. 427 I requested the Department to order to my squadron two more of the Mississippi ironclads, and stated that I could send to Admiral Porter the ram *Tennessee* and several gunboats.

* At Indianola and Lavaca.

The commanding officer of the Mississippi Squadron has since sent to New Orleans the *Kickapoo* and *Milwaukee*. The first named is now in Mobile Bay; the latter is still at New Orleans under repairs.

In return for these vessels I have ordered to the Mississippi Squadron the ram *Tennessee* and the monitor *Manhattan*.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy.

Order of Rear-Admiral Farragut, U. S. Navy, to Captain Jenkins, U. S. Navy, upon withdrawal of the former from the West Gulf Squadron.

FLAGSHIP HARTFORD,
Mobile Bay, Ala., November 27, 1864.

CAPTAIN: As I have determined to avail myself of the permission of the Department to visit New York, I have, in conformity with its directions, turned over the command of the Western Gulf Blockading Squadron to the next in rank, Commodore Palmer, to whom you will in future make your reports as a divisional commander.

You will therefore assume the first divisional flag and take charge of the blockade, etc., off Mobile Bay.

Wishing you a pleasant time,
Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Captain Th. A. JENKINS,
Commanding First Division, U. S. S. Richmond, Mobile Bay, Ala.

Order of Rear-Admiral Farragut, U. S. Navy, to Captain Stellwagen, U. S. Navy, commanding U. S. ship Constellation, to proceed to Pensacola.

U. S. S. HARTFORD,
Mobile Bay, November 27, 1864.

SIR: As I leave myself in the morning for Pensacola on my way North, I desire that you will proceed to that place with the U. S. ship *Constellation*, and the boat which delivers this will put on board of you a pilot.

If you have any communications for me you can return them by the *Pink*.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Captain H. S. STELLWAGEN,
U. S. Ship Constellation, off Mobile.

Report of Rear-Admiral Farragut, U. S. Navy, regarding appointments of officers to command certain ironclad vessels.

No. 567.]

FLAGSHIP HARTFORD,
Mobile Bay, November 27, 1864.

SIR: I have in a previous dispatch (No. 427) called the attention of the Department to the importance of putting regular officers in command of the light-draft Mississippi ironclads.

In consequence of Acting Volunteer Lieutenant Shankland, the commanding officer of the *Winnebago*, having been condemned by medical survey, I appointed to that vessel Lieutenant-Commander W. A. Kirkland, detaching him from the gunboat *Owasco*. The *Owasco* is left in charge of Acting Master T. B. Sears. She is broken down and will scarcely be fit for outside service for months.

I have also appointed to the *Milwaukee*, one of the Mississippi ironclads recently sent to my squadron and now at New Orleans, Lieutenant-Commander J. H. Gillis, detaching him from the gunboat *Sciota*, that vessel being also in a very crippled condition. I detached Acting Volunteer Lieutenant J. W. Magune from the ironclad *Milwaukee* and ordered him to the command of the *Sciota*.

Acting Volunteer Lieutenant Behm, of the *Cornubia*, having gone North under medical survey, I have appointed Acting Volunteer Lieutenant J. A. Johnstone to command the *Cornubia*.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES.

Report of Commander Woolsey, U. S. Navy, commanding U. S. S. Princess Royal, regarding the capture of the schooner Flash.

U. S. S. PRINCESS ROYAL,
Off the Coast of Mexico, November 27, 1864.

SIR: I have the honor to make the following report of particulars of the capture of schooner *Flash*, at 9:30 a. m. to-day, said schooner being discovered and boarded in latitude 23° 24' N., longitude 97° 24' W., being about 20 miles from the coast of Mexico.

The following articles were found on board, as follows: 41 bales of cotton, 1 English ensign, an exemption paper to the captain (from military duty), dated in Galveston, October 27, 1864.

The crew consisted of the following persons: Robert Vaughn, master; Louis Wilson, seaman; Walter Hayward, seaman; George Williams, cook.

The captain confessed that he had just left Galveston and was bound to Tampico. I immediately seized her, put a prize crew on board, and have ordered her to New Orleans for adjudication, to report to Captain J. B. Marchand, off Galveston, on her way up. The prize list will be sent immediately upon our arrival at Galveston, whither I am now going for coals.

I am, most respectfully, sir, your obedient servant,

M. B. WOOLSEY,
Commander.

HON. GIDEON WELLES,
Secretary of the U. S. Navy, Washington.

Order of Captain Drayton, U. S. Navy, to Lieutenant-Commander Low, U. S. Navy, senior officer off Mobile, regarding vessels.

U. S. S. HARTFORD,
Mobile Bay, November 27, 1864.

SIR: The admiral desires you to keep two ironclads off Mobile if possible, so that you had better make the best arrangement you can with regard to her.

The *Chickasaw* will be sent up if possible in a day or two, when she can come down.

Send the *Kennebec* here for repairs. I send an order for the discharge of Lynch; we have too many pilots. Collins comes up, and Riggs, the pilot of the *Metacomet*, as soon as I can catch him. These can be disposed of according to circumstances; every vessel scarcely can want a pilot.

The *Glasgow* takes you fresh provisions from the *Bermuda*; send her back to-night, as we go in the morning.

Very respectfully,

P. DRAYTON,
Fleet Captain.

Lieutenant-Commander W. W. Low,
U. S. S. Octorara, Senior Officer off Mobile.

Report of Rear-Admiral Farragut, U. S. Navy, transmitting report of the capture by the U. S. S. Metacomet of the steamer Susanna, formerly the Mail, November 27, 1864.

No. 574.]

FLAGSHIP HARTFORD,
Key West, December 4, 1864.

SIR: I have the pleasure to forward herewith the report of Lieutenant-Commander J. E. Jouett, detailing the circumstances of the capture of the prize steamer *Susanna*, formerly known as the *Mail*, on the 27th ultimo.

She was first descried near the northerly part of the Campeche Banks at 10:45 in the morning, and was taken after a chase of about five hours.

Her cargo consisted originally of 270 bales of cotton, half of which she probably threw overboard.

Lieutenant-Commander Jouett towed her to Key West, and afterwards sent her to Philadelphia under charge of Acting Master Nields.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

[Enclosure.]

U. S. S. METACOMET,
North Edge of Campeche Banks, November 27, 1864.

SIR: In obedience to your order of November 18, 1864, I towed the ironclad *Manhattan* to New Orleans, and on the 23d instant sailed and cleared the Passes of the Mississippi River at 5 p. m.

I steamed for the most northerly portion of the Campeche Banks, marked "Coral, good fishing." I reached the spot I desired at 10:35 a. m. of this date and stopped the engine to await the coming of some vessel. At 10:45 a sail was reported bearing S. S. W., coming from the direction of the Alacrans. I gave chase. The sea was rough, with rollers. The stranger showed no smoke. At 11:30 I could see her from deck; a long, low steamer, single stack, one mast, apparently very fast, as she determined to cross my course or bows. I gradually dropped in her wake, and at 2 p. m. was astern of her, she throwing cotton overboard very fast. She crossed my bows about 3 miles off. I tried the forward 100-pounder rifle, with my colors set, three times, when I abandoned that plan and settled down for a long chase to Cape San Antonio, Cuba, as I saw she was heading for that point and running well. We were making 18, 19, and 19½ turns, with 36 to 37 pounds of steam. The sea gradually fell, which gave a fine opportunity to test this ship's speed, the log showing 13 knots. At 4 p. m. I opened on him with a 24-pounder Dahlgren. After a few well-pointed shrapnel she came to, not having set her colors at any time and none being found after her capture. She proved to be the celebrated fast blockade running steamer *Susanna*, which the *Tennessee* chased seventeen hours and did not catch. She was from Galveston. Her cargo was originally 270 bales of cotton, one-half of which, I think, the captain threw overboard during the chase. He said he pushed boldly for Cuba, as he supposed his speed would save him, etc.

She is a small, English-built steamer of 350 tons, and was once burned and captured in Florida, her name at that time being the *Mail*. I am towing her to Key West, as she has not enough soft coal to last her to that place and can not burn the hard. I shall send her to Philadelphia unless some law exists prohibiting it. I will send the captain, mate, and cook in her.

I have gained all the information I wish to enable me to be very troublesome to these vessels. I shall hasten off Cape San Antonio, as the *Denbigh* will soon come along. I expect to catch her. I have sent Acting Master H. C. Nields in the *Susanna*, with all proper instructions and a crew whose times are out, directing him to return to this vessel. Captain C. W. Austin, of the *Susanna*, says there is but one vessel, the *Zephine*, formerly the *Francis*, that can beat this ship, and I think he has told me enough to enable me to capture her should she come my way. If rough, get her on a wind or head to it and she is slow, but very fast before the wind and sea. I see by the chart and learn from these people that vessels going to Galveston "ships shoal light" to avoid the northers and save coal, as they must carry fuel to last both ways.

Very respectfully, your obedient servant,

JAS. E. JOUETT,
Commanding U. S. S. *Metacomet*.

Rear-Admiral D. G. FARRAGUT, U. S. Navy,
Commanding West Gulf Blockading Squadron.

*Order of Rear-Admiral Farragut, U. S. Navy, to Acting Master Hanson,
U. S. Navy, commanding U. S. S. Genesee.*

U. S. S. HARTFORD,
Pensacola Bay, November 28, 1864.

SIR: Proceed to Mobile Bay and report to Captain T. A. Jenkins for duty in the second division.

Respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Acting Master W. M. HANSON,
U. S. S. Genesee, Pensacola Bay.

*Abstract log of the U. S. S. Elk, Acting Volunteer Lieutenant N. Kirby,
U. S. Navy, commanding.*

November 29, 1864.—From 8 to 12 meridian: Lying to an anchor to the eastward of Mandeville; at 9:15 went to quarters; at 9:45 saw a boat bearing S. S. W., distant 5 miles, standing in for Mandeville; dispatched the gig with an armed crew in charge of Acting Ensign A. Rich, to overhaul her; at about 11 he succeeded in bringing her to, after firing 8 shots, she then being within 1 mile of the piers at Mandeville. The boat proved to be a blockade runner with an assorted cargo of whisky, coffee, hams, woolen clothing, opium, and quinine, manned by two persons, who gave their names as George Arlick and George Cranford. No papers of any kind were found in the boat or on the persons of her crew. On being asked for their papers they said they had none, and admitted that they were bound for Mandeville with the goods. At 11 got the vessel underway; at 11:30 picked up the gig and her prize and returned to our anchorage.

Letter from the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, transmitting proclamation of the President, opening the ports of Norfolk, Fernandina, and Pensacola.

NAVY DEPARTMENT, *November 30, 1864.*

SIR: I transmit herewith for your information and guidance an official copy of the proclamation* of the President, issued on the 19th instant, opening the ports of Norfolk, Fernandina, and Pensacola to commercial intercourse from and after the 1st of December next, on the conditions therein set forth.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron, Mobile Bay.

*See Series I, volume 11, p. 109.

Report of Rear-Admiral Farragut, U. S. Navy, regarding changes in the assignments of certain officers.

No. 573.]

FLAGSHIP HARTFORD,
Pensacola Bay, November 30, 1864.

SIR: The orders to Lieutenant-Commander E. P. Lull, dated October 31, 1864, directing him to report to me for duty on board the *Constellation*, were received in due course of mail.

At the time of their receipt the *Constellation* had not been heard of, and I had no means of knowing when that vessel would arrive on this station. It was necessary also to dispatch as soon as possible the ironclad *Tennessee* up the Mississippi River, and as Commodore Palmer was desirous of retaining Lieutenant-Commander S. R. Franklin on duty at New Orleans, I detached that officer from the command of the *Tennessee* and ordered Lieutenant-Commander Lull to relieve him.

I have therefore not delivered the orders of the Department to Lieutenant-Commander Lull, but retained that officer for the *Tennessee*.

Lieutenant-Commander T. Abbot, of the *Constellation*, has relieved Lieutenant-Commander McCann in command of the *Kennebec*, and Lieutenant-Commander McCann goes North, as directed by the Department.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Rear-Admiral Farragut, U. S. Navy, regarding orders issued to Captain Stellwagen, commanding U. S. ship Constellation.

No. 572.]

FLAGSHIP HARTFORD,
Pensacola Bay, November 30, 1864.

SIR: I have the honor to report to the Department that on the morning of the 27th instant the U. S. ship *Constellation*, Captain H. S. Stellwagen, appeared off Mobile Bar, but as I purposed going to Pensacola by daylight on the next day in the *Hartford*, I sent out a pilot to take the *Constellation* there.

I found her at anchor in the bay on my arrival, when Captain Stellwagen reported in person. I soon ascertained that the times of nearly all her crew had expired, and knowing from her great draft of water that she could be of little use on this station, I have ordered Captain Stellwagen, after transferring such of his men whose terms of service would not soon expire, to proceed to Hampton Roads and to report thence by letter to the Secretary of the Navy and await further orders.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Stations of the vessels composing the West Gulf Squadron, November 30, 1864.

No. 571.]

U. S. FLAGSHIP HARTFORD,
Pensacola Bay, November 30, 1864.

SIR: I have the honor to report the following as the disposition of the vessels of this squadron at this date, viz:

At East Pass.—Steamer *Bloomer*; sailing vessel *Charlotte*.

In Pensacola Bay, many of the steamers repairing.—Steamers *Hartford*, *Kanawha*, *Kennebec*, *Kineo*, *Ossipee*, *Owasco*, *Penguin*, *Pinola*, and *Sciota*; sailing vessels *Constellation*, *W. G. Anderson*, *Arthur*, *Corypheus*, *J. C. Kuhn*, *Kittatinny*, and *Potomac*; tugs *Buckthorn*, *Jasmine*, *Narcissus*.

In Mobile Bay.—Steamers *Richmond*, *Genesee*, *Octorara*, *Port Royal*, *Rodolph*, *Sebago*, *Selma*, *Stockdale* (tinclad), *Chickasaw* (ironclad, double turret), *Kickapoo* (ironclad, double turret), *Winnebago* (ironclad, double turret); tugs *Althea*, *Cowslip*, *Pink*, *Tritonia*; sailing vessel *Maria A. Wood*.

In Mississippi Sound.—Steamer *J. P. Jackson*; tug *Rose*; sailing vessel *Bohio*.

At Ship Island.—Sailing vessel *Vincennes*.

In Lake Pontchartrain.—Steamers *Elk* (tinclad), *Fort Gaines*, and *Tallahatchie* (tinclad).

At New Orleans.—Steamers *Antona*, *Arizona*, *Estrella*, *Katahdin*, *Manhattan* (ironclad), *Milwaukee* (ironclad, double turret), *Oneida*, *Tennessee* (ironclad), *Virginia*; sailing vessel *Fearnot*.

At South West Pass.—Sailing vessel *Pampero*.

At the Head of the Passes.—Steamer *Meteor* (tinclad).

In Berwick Bay.—Steamers *Carrabasset* (tinclad), *Glide* (tinclad), and *Nyanza* (tinclad).

At Calcasieu.—Steamers *Penobscot* and *New London*.

At Sabine Pass.—Steamers *Gertrude*, *Itasca*, and *Pocahontas*.

Off Galveston.—Steamers *Lackawanna*, *Aroostook*, *Bienville*, *Cayuga*, *Cornubia*, *Pembina*.

Off Velasco.—Steamer *Chocura*.

Off the Rio Grande.—Steamer *Seminole*.

The steamers *Metacomet* and *Monongahela* are cruising between Galveston and San Antonio, and the *Princess Royal* is cruising between Tampico and the Rio Grande.

The steamers *Arkansas* and *Augusta Dinsmore* run as supply and dispatch vessels between New Orleans and the coast of Texas; the tug *Glasgow* has been employed as a dispatch vessel between New Orleans and Mobile Bay, and the tugs *Ida* and *Hollyhock* run as dispatch boats between New Orleans and the Passes [of the Mississippi River].

The ironclad steamers *Manhattan* and *Tennessee*, as I informed the Department in my dispatch No. 569, are under orders to report to the commanding officer of the Mississippi Squadron.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Lieutenant-Commander Brown, U. S. Navy, commanding U. S. S. Itasca, regarding the capture of the British schooner Carrie Mair.

U. S. GUNBOAT ITASCA,
Off Pass Cavallo, Texas, November 30, 1864.

SIR: I respectfully inform you that I have this day captured the English schooner *Carrie Mair*, from Tampico, purporting to be bound to Havana.

I captured her about 15 miles to the southward and eastward of Pass Cavallo light-house. I have sent her to New Orleans for adjudication in charge of Acting Ensign Charles H. Hurd. I yesterday chased on shore a schooner of about 100 tons; she was evidently bound into Matagorda Bay, but ran on shore before I cut her off. I endeavored to destroy her with shell, but did not succeed, owing to the swell being very heavy, and consequently our aim being very [un]certain. She is nearly high and dry, and can not be gotten off, but can be destroyed as soon as the sea becomes smooth. She is on shore about five miles to the northward and eastward of Decrow's Point.

I am, sir, very respectfully, your obedient servant,

GEO. BROWN,
Lieutenant-Commander.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Squadron.

Report of Major-General Granger, U. S. Army, regarding Confederate operations in Mississippi Sound, and general uneasiness in and about Mobile.

FORT GAINES, November 30, 1864.

COLONEL: Forrest has sent down to Fowl River 1,000 men (sailors), where they have prepared launches to capture and destroy our transports running in Mississippi Sound. It is probable that they will try to push others out from the Pascagoula River. Captain Jenkins, U. S. Navy, commanding fleet here, and myself, are on the qui vive. Our transports should be on the alert and prepared with signal rockets to give the alarm to navy boats guarding the sound coast. It is probably their intention to prevent or delay supplies reaching Sherman and Davidson in case they should come in upon this coast. If I had a few troops and water transportation, any attempt of this kind could be easily frustrated. I will try it anyhow. Deserters and refugees from Mobile report fighting going on at Macon. Later reports say that one column of Sherman's is moving on Mobile, while the main body has gone to Savannah. Everything indicates uneasiness at Mobile. I have two spies in Mobile and hope to hear something definite soon.

Very truly,

G. GRANGER,
Major-General.

Colonel C. T. CHRISTENSEN,
Assistant Adjutant-General.

Letter from Commodore Palmer, U. S. Navy, to Major-General Canby, U. S. Army, announcing the departure of Rear-Admiral Farragut, U. S. Navy, from the West Gulf Squadron.

U. S. NAVAL HEADQUARTERS,
No. 148 Canal Street, New Orleans, La., December 2, 1864.

GENERAL: I have the honor to inform you that Rear-Admiral Farragut sailed with the *Hartford* for New York on the 30th ultimo, and that Commodore Palmer now commands the West Gulf Blockading Squadron.

By order of Commodore Palmer.

Very respectfully, your obedient servant,

S. R. FRANKLIN,
Fleet Captain.

Major-General E. R. S. CANBY,
Commanding Military Division of West Mississippi.

Report of Lieutenant-Commander Meade, U. S. Navy, commanding U. S. S. Chocura, regarding the capture of schooner Lowood.

U. S. S. CHOCURA,
Cruising off Velasco, Tex., December 4, 1864.

SIR: I have the honor to report to the Department the capture of the three-masted schooner *Lowood* (a notorious blockade runner), with a cargo of 221 bales of cotton. She ran the blockade of Velasco last night and was taken by this vessel to-day in latitude 27° 47' N., longitude 95° 30' W. (65 miles south of Velasco). We had been watching this schooner for some time and finally laid a trap for her, which has proved successful. When taken, she had no colors or papers, and the master boldly avows her to be Confederate property.

Very respectfully,

RICHARD W. MEADE, JR.,
Lieutenant-Commander, U. S. Navy.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Reports of Lieutenant-Commander Maxwell, U. S. Navy, commanding U. S. S. Pembina, regarding the seizure of the Dutch brig Geziena Hilligonda.

U. S. S. PEMBINA,
Off Brazos Santiago, Tex., December 4, 1864.

SIR: I have the honor to inform you that I have this evening seized the Holland brig *Geziena Hilligonda*, B. P. Janson, master, from Liverpool to Matamoros.

She was discovered at 10:20 a. m., bearing N. by W., and at the time standing to the southward, but close inshore. At 4:30 p. m. sent a boat in charge of Acting Ensign C. L. Crandall to overhaul her, she being within 2 miles of shore.

Mr. Crandall, on his return, reported her to be suspicious, having an assorted cargo of medicines, gunny cloth, iron, cloth, mule traces, etc. I sent her in charge of Acting Ensign C. L. Crandall and Acting

[Master's] Mate H. T. Davis with a crew of 7 men to New Orleans for adjudication. Considering it necessary, I have detained the mate and two of the men, and will send them to New Orleans by the first opportunity.

Very respectfully, your obedient servant,

J. G. MAXWELL,
Lieutenant-Commander.

Captain GEO. F. EMMONS,
Commanding Third Division, off Galveston.

U. S. S. PEMBINA,
At Sea, December 5, 1864.

SIR: Enclosed is my duplicate report of the capture of the Holland brig *Geziena Hilligonda*, from Liverpool to Matamoros; the original went in the prize to New Orleans.

I did not break out the cargo. The articles on the manifest were sufficient (in my opinion) to seize her.

Among the items she had 84 pounds of quinine and a quantity of other medicines, boxes of hardware, bales of ready-made clothing, woolens, cloth, 50,000 pounds of iron plates; in fact, a very suspicious cargo.

I shall send the mate and two men, whom I detained, to Galveston in the *Chocura*.

I was relieved by Lieutenant-Commander Wilson this morning and sailed from Brazos at 10:30 a. m.

Very respectfully, your obedient servant,

J. G. MAXWELL,
Lieutenant-Commander, Commanding.

Captain GEO. F. EMMONS, U. S. Navy,
Comdy. Third Division West Gulf Blockading Squadron.

Report of Lieutenant-Commander Meade, U. S. Navy, commanding U. S. S. Chocura, regarding the capture of the British schooner Julia.

U. S. S. CHOCURA,
Cruising off Velasco, Tex., December 5, 1864.

SIR: I have the honor to inform the Department that I have this day captured the British schooner *Julia*, of Nassau, New Providence, on suspicion of attempting to run the blockade of the Texas coast. The *Julia* was cleared from Havana for Matamoros with a cargo of bar iron and steel, paper, rope; cotton bagging, and one case of merchandise (probably medicines), the usual cargo for the blockade. When discovered, she was 43 miles from Velasco, heading in for the rebel coast, under easy sail, and probably waiting for night. As soon as she discovered us she made sail and went about, trying to escape. I have sent her into New Orleans for adjudication.

Very respectfully,

RICHARD W. MEADE, JR.,
Lieutenant-Commander, U. S. Navy, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from the Assistant Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, transmitting information regarding Confederate torpedo boat built at Selma, Ala.

NAVY DEPARTMENT, *December 5, 1864.*

SIR: By direction of the Secretary of the Navy, I enclose herewith for your information a copy of a letter from Edward La Croix, Detroit, Mich., relative to a torpedo boat recently finished at Selma, Ala., dated the 20th ultimo.

Very respectfully, etc.,

G. V. FOX,
Assistant Secretary of the Navy.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron, Mobile Bay.

[Enclosure.]

DETROIT, MICH., *November 20, 1864.*

HON. SIR: I am possessed of certain information which I think will be of use to your Department, and not knowing if you are already in possession of it, take this medium of communicating.

At Selma, Ala., has just been built a torpedo boat. Length, about 30 feet; has water-tight compartments; can be sunk or raised as desired; is propelled by a very small engine, and will just stow in 5 men. It has some arrangement of machinery that times the explosions of torpedoes, to enable the operators to retire to a safe distance. The boat proves to be a good sailer on the river and has gone to Mobile to make last preparations for trying its efficacy on the Federal vessels. Was built and is commanded by Halligan. What I have stated you can rely upon as strictly true; as to the danger to be anticipated from the boat, you can judge better than I.

Yours, respectfully,

EDWARD LA CROIX,
Selma, Ala.

HON. GIDEON WELLES,
Secretary U. S. Navy, Washington, D. C.

Order of Captain Jenkins, U. S. Navy, to Lieutenant-Commander Low, U. S. Navy, regarding a rigid enforcement of the blockade.

U. S. S. RICHMOND,
Mobile Bay, December 5, 1864.

SIR: I have to inform you that I have seen an order from the President of the United States, of recent date, I think 11th November, 1864, annulling and rescinding all passes and permission to bring cotton out of ports or places in the possession of the rebels and directing that the blockade is to be rigidly enforced regardless of all passes, from or by whomsoever given, including his own.

You will please carry out these instructions according to their letter and spirit, and in case any person presents himself or herself on board of your vessel, or if any of those under your command to be sent under a flag of truce within the rebel lines for any purpose whatever, not purely naval or military in its character, you will refuse to send him or

her under a flag of truce within the rebel lines. And in case any person is sent to our lines under a flag of truce by the rebels, who have not previously been authorized to be received by proper authority, through me or the commanding officer of this division, you will decline to receive him or her. No letters are to be sent or received by flag of truce except those from and to our prisoners who are in the hands of rebels, and to and from rebel prisoners in our hands. All prisoners' letters, when received, are to be sent enclosed to the commander of the division for examination. I desire that these instructions be rigidly enforced.

Very respectfully,

THORNTON A. JENKINS,

Captain, and Commanding First Division Western Gulf Squadron.

Lieutenant-Commander W. W. Low.

[Order of same date and like tenor to Commander A. Gibson and Acting Volunteer Lieutenant L. W. Pennington, U. S. Navy.]

Report of Captain Jenkins, U. S. Navy, urging the necessity of an increased force in Mobile Bay.

U. S. S. RICHMOND,
Mobile Bay, December 6, 1864.

SIR: The force of this division having been greatly reduced within the last two or three weeks, I have to call your attention to the fact.

There are, according to the most reliable information that has reached me, not less than four light-draft blockade runners at Mobile, two of which, it is reported, are laden with cotton ready to attempt an escape.

The *Metacomet*, the fastest of all the vessels which have been stationed off Dog River Bar, has been withdrawn and sent on a cruise. The *Pinola*, *Kennebec*, and *Owasco*, [which] have been kept here a good part of the time since the capture of this place, have been sent either on a cruise or to New Orleans. The *Port Royal* is no longer in a fit condition for efficient service in this bay, and ought to be sent either to Pensacola or to New Orleans for repairs.

It is estimated that it will require at least three months to make a thorough repair of the *Port Royal's* boilers. The *Selma* is leaking at the rate of 5 inches an hour, requiring her to be pumped once every hour day and night. This vessel is not pumped out by her engines. It is indispensable that the *Selma* be sent to New Orleans or higher up the river, to be hauled upon ways, calked, and coppered. The work can not at present be done at Pensacola. I have information that the *Kennebec*, which recently arrived at Pensacola for repairs, is in sufficiently good condition for service, until her time for being taken in hand by the machinists comes round. If allowed to remain in Pensacola awaiting repairs, it may and probably will be several months before work can be commenced upon her. I therefore recommend that the *Kineo* be sent here for service off Dog River Bar until such time as previously ordered work upon vessels now in Pensacola shall have been completed.

With the numerous outlets for light-draft vessels from the lower bay to the sea, it would scarcely be possible to prevent any vessel which

might escape the observation of the upper fleet from getting safely to sea by the present inadequate force now at my command. The threatened raid in the sound by boats from Fowl River and Heron Bay made it my duty to send another vessel there, and to keep at least one vessel at night in Grant's Pass, near Fort Powell.

Since the admiral left I have been here frequently without a single tug, three or four at Pensacola, two at Lakeport, two at the upper fleet, and one in the sound.

These tugs are indispensable for communicating with New Orleans, Dog River Bar, Mississippi Sound, Pensacola, and with Pilot Town, where it is too rough to send ships' boats. Besides, we must send out pilots to vessels coming here with coal and provisions for this division.

Very respectfully,

THORNTON A. JENKINS,
Captain, Commanding First Division Western Gulf Squadron.

Commodore JAMES S. PALMER,
Commanding Western Gulf Squadron, New Orleans.

Report of Lieutenant-Commander Meade, U. S. Navy, commanding U. S. S. Chocura, regarding the capture of the British schooner Lady Hurley.

U. S. S. CHOCURA,
Cruising off Velasco, Tex., December 6, 1864.

SIR: I have the honor to report the capture of the British schooner *Lady Hurley*, of Montreal (consort to the *Carrie Mair*, captured by the *Itasca* a few days since off Pass Cavallo), with a cargo of bar iron, steel, paper, salt, medicines, etc. Quite a valuable cargo and vessel. She was seized to-day, 31 miles S. E. $\frac{1}{2}$ S. from Velasco, having cleared from Tampico for Havana, being 270 miles out of her course and close to the rebel coast. I have seized her as a prize and sent her into the port of New Orleans for adjudication.

Respectfully,

RICHARD W. MEADE, Jr.,
Lieutenant-Commander, Commanding.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commodore Palmer, U. S. Navy, urging the need of an increase in the personnel of the squadron under his command.

No. 4.]

MOBILE BAY, December 7, 1864.

SIR: Owing to the great dearth of men in this squadron, especially of seamen and ordinary seamen, I am obliged to stop their discharges according to section 17 of article 25, entitled "Articles for the Government of the Navy."

Admiral Farragut promised to represent our great need for both men and officers.

I am, sir, very respectfully, your obedient servant,

J. S. PALMER,
Commodore, Comdg. West Gulf Blockdg. Squadron.

HON. GIDEON WELLES,
Secretary of Navy, Washington, D. C.

Report of Commander Woolsey, U. S. Navy, commanding U. S. S. Princess Royal, regarding the capture of the schooner Alabama.

U. S. S. PRINCESS ROYAL,
Off Galveston, December 7, 1864.

SIR: I have the honor to make the following report of the capture by this vessel of the schooner *Alabama*.

At daylight this morning, whilst cruising off San Luis Pass, a schooner was discovered inshore, standing in. This vessel immediately gave chase. A shot was fired to bring her to, when she rounded to, being at [the] time in the breakers and aground. She then lowered a boat on the inshore side, in which all her people immediately deserted the vessel and pulled for the beach, keeping the schooner between us and themselves. This ship could go in no farther for want of water.

Two boats were immediately sent to board her, when she was worked off into deep water, a prize crew kept on board, and she was ordered to Galveston in order that I might more thoroughly search her hold.

She is a very sharp, clipper-built schooner of about 52 tons and looks like a yacht, and, being of light draft, was probably built for a blockade runner.

The following articles were found on board, viz:

- 1st. One English ensign.
- 2d. Log book of the schooner *Alabama*, from Havana to Matamoras, commanded by Captain Davis, commencing 30th November, 1864; kept by Alexander Johnson, mate. Said log is not written up beyond the 4th instant.
- 3d. Bill of health, signed by the visiting medical officer at Havana and endorsed by the Mexican consul-general at that place.
- 4th. Letter dated Havana, 29th November, 1864, addressed to T. W. House, Galveston, and notifying said House of invoices, etc., of the cargo of "my British schooner *Alabama*, Captain Davis," and requesting him to invest the proceeds in cotton, "nothing lower than middling class." The letter is signed by Rafael Perez de St. M., and goes on to state that he intends to keep the *Alabama* running regularly to Galveston.
- 5th. Shipping articles, registered at Nassau, J. H. Davis, master, signed at Havana, November 29th, 1864, by Alex. Johnson, mate; Edward McGrath, second mate; John Miller, cook; Robert Burns, William Gallagher, Edward Geary, and C. Saxtorph, seamen.
- 6th. Certificate of British register, dated Nassau, 23d March, 1864. Register tonnage 52 $\frac{3}{4}$.
- 7th. Invoices and bills of lading showing her cargo to consist of 15 kegs bicarbonate soda, 15 bales India bagging, 20 coils manila rope, 100 barrels flour, 102 iron bars, assorted; 42 iron bars, square; 36 bundles iron bars, square; consigned to Mr. T. W. House, Matamoras.

8th. Letters of introduction to persons in Tampico, Vera Cruz, and Matamoras.

9th. A pocketbook containing a two-dollar bill of the Confederate States, and some private papers not in any way connected with or relating to the vessel.

The *Alabama* will be sent to New Orleans for adjudication; to sail this evening.

I have the honor to be, most respectfully, sir, your obedient servant,

Hon. GIDEON WELLES,

Secretary of U. S. Navy, Washington.

M. B. WOOLSEY,

Commander.

Sinking of the U. S. S. Narcissus by a torpedo in Mobile Bay, December 7, 1864.

Report of Commodore Palmer, U. S. Navy, transmitting report of the commanding officer.

No. 13.]

U. S. NAVAL HEADQUARTERS,

New Orleans, December 16, 1864.

SIR: I have the honor herewith to enclose the report of Acting Ensign William G. Jones, upon the destruction of the U. S. S. *Narcissus* (which vessel he commanded at that time) by a torpedo while on picket duty at Dog River Bar, Mobile Bay.

I am, sir, very respectfully, your obedient servant,

JAS. S. PALMER,

Commodore, Commanding West Gulf Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Acting Ensign Jones, U. S. Navy, late commanding U. S. S. *Narcissus*.

U. S. ORDNANCE SCHOONER MARIA WOOD,

Mobile Bay, December 10, 1864.

SIR: I have the honor to make the following report:

On the night of the 7th December, being in command of the U. S. S. *Narcissus*, then lying off the city of Mobile, Ala., I was ordered by Lieutenant-Commander Low to go in near the obstructions on picket duty. An officer was sent on board by Lieutenant-Commander Low to pilot the vessel.

The *Narcissus* was anchored in 8 feet of water and to the northward and westward of the fleet.

At about 10:30 p. m. we were struck by a heavy squall from the northward and westward, and fearing that my vessel would ground, I got underway and stood to the southward and eastward about a mile, and anchored in 9 feet of water.

While paying out chain, the vessel struck a torpedo, which exploded, lifting her nearly out of water and breaking out a large hole in the starboard side, amidships, besides doing other damage, causing the vessel to sink in about fifteen minutes. Everything was done to save the vessel, but finding this impossible, I made signals of distress to the commanding officer of the fleet.

In the morning the U. S. S. *Cowslip* came up, and all the guns, small arms, ammunition, provisions, etc., were saved. The steam pipe was burst by the explosion and everything was enveloped in steam, driving the men from below, and seriously scalding 1 officer and 3 men. All did their duty faithfully, but I will call your attention to James Kelly, second-class fireman. Fearing that the boiler might explode, I

had ordered him below to haul the fires, and the duty he performed, though the fire-room was flooded with hot water, through which he was obliged to wade. He was badly scalded in obeying the order.

At 8 o'clock a. m. on December 8 I abandoned the vessel by order of Lieutenant-Commander Low.

I am, sir, very respectfully, your obedient servant,

WILLIAM G. JONES,

Acting Ensign, Commanding.

Captain THORNTON A. JENKINS,

Comdg. 1st Div. West Gulf Blockdg. Squadron, Mobile Bay, Ala.

Report of Commodore Palmer, U. S. Navy, regarding the successful raising of the U. S. S. *Narcissus*.

No. 25.]

NEW ORLEANS, *December 28, 1864.*

SIR: I am glad to inform the Department that the steam tug *Narcissus* has been raised and will soon be ready for service.

It is now a question whether she was sunk by a torpedo or by some other cause arising from gross neglect.

I have ordered a court of enquiry to investigate the matter, and also to discover the author of a false report descriptive of the destruction of that vessel, which appeared in a New Orleans paper of the 19th instant.

Very respectfully, your obedient servant,

JAS. S. PALMER,

Commodore, Commanding West Gulf Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Commodore Palmer, U. S. Navy, transmitting record of a court of enquiry.

No. 53.]

NEW ORLEANS, *January 29, 1865.*

SIR: I have the honor to transmit herewith to the Department the record of a court of enquiry upon the sinking of the tug *Narcissus*.

It is now clearly determined that she was sunk by the explosion of a torpedo; indeed, I came to that conclusion immediately upon examining her bottom the other day at Pensacola, whilst she was hauled upon the ways.

The conduct of her commander (Acting Ensign W. G. Jones) in dictating and causing a letter to be published in one of this city's papers, of so disgusting a character, renders him unfit to hold the position he now occupies in the Navy.

I do not think persons of this description are worth the time and expense of a trial by court-martial. I hope, therefore, it will be in accordance with the Department's views to dismiss him from the service.

Very respectfully, your obedient servant,

JAS. S. PALMER,

Commodore, Commanding West Gulf Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure.]

A naval court of enquiry convened on the U. S. S. *Genesee*, January 12, 1865, to enquire into the sinking of the steam tug *Narcissus*, and also to ascertain the author of a certain communication in the New Orleans Era, and learn whether or not its contents are false; doth report:

That the vessel was sunk by a torpedo; that no one was absent from his station at the time; that Acting Ensign W. G. Jones is the author of the communication referred to, and that the same, though mainly true, is unworthy of the pen of an officer or a gentleman.

[Endorsement.]

Dismiss on evidence deduced before court of enquiry held at New Orleans January 3, 1865.

[WELLES.]

Done, February 13, 1865.

[HOGG.]

Report of Commodore Palmer, U. S. Navy, stating reasons in favor of making headquarters at New Orleans.

No. 5.]

MOBILE BAY, December 8, 1864.

SIR: Until operations against Mobile are determined on I propose to retain my headquarters at New Orleans, visiting occasionally the blockades and Pensacola, leaving the blockade of this bay under the control of Captain Jenkins, commanding the first division.

New Orleans (now that the fever has disappeared) possesses far greater advantages for the control of this fleet than this bay. Our principal repairs and refitments are done there; besides I am in direct communication with the Department and the commanding general; but should the Department prefer Mobile Bay, then I should relieve Captain Jenkins from the command of the *Richmond* and establish him at New Orleans, and in this case would request permission to order Commander Le Roy (now in command of the *Ossipee*, which vessel is undergoing extensive repairs at Pensacola) to the command of the *Richmond*, and request that a commander for the *Ossipee* may be sent me from the North.

Will the Department please inform me of their wishes in regard to the within-mentioned subject.

I am, sir, very respectfully, your obedient servant,

J. S. PALMER,

Commodore, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Lieutenant-Commander Meade, U. S. Navy, commanding U. S. S. Chocura, regarding captures off Velasco.

U. S. S. CHOCURA,

Off Galveston, Tex., December 8, 1864.

SIR: I have the honor to report the following as a summary of the work performed by this vessel in her recent cruise of three weeks off Velasco, Tex.:

November 24.—Sighted and chased ashore on the bar of the San Bernard River a schooner said to be called the *Louisa*. This vessel was totally wrecked in the heavy S. E. gale of the night of 24th. The heavy sea prevented me from getting near her or boarding her.

December 4.—Captured the three-masted schooner *Lowood* (no colors or papers), 65 miles south of Velasco; cargo of 221 bales long-staple cotton.

December 5.—Captured the British schooner *Julia*, of Nassua, New Providence, 43 miles south of Velasco; cargo of bar iron and steel, paper, rope, cotton bagging, cigars, and medicines.

December 6.—Captured the British schooner *Lady Hurley*, of Montreal (consort to the *Carrie Mair*, taken at Pass Cavallo by *Itasca*, and owned by the blockade-running firm of A. S. Mair & Co.), 31 miles S. E. $\frac{1}{2}$ S. of Velasco; cargo of bar iron and steel, salt, paper, medicines, etc.,

December 7.—In company with *Princess Royal* when she captured the *Alabama*, British schooner, off San Luis Pass. The *Lowood*, *Julia*, and *Lady Hurley* have been sent to New Orleans for adjudication.

I enclose herewith six prize lists for captures made by this vessel within the last eight weeks and request that they may be forwarded to the Department in accordance with the law.

Very respectfully,

RICHARD W. MEADE, JR.,
Lieutenant-Commander, U. S. Navy.

Captain GEO. F. EMMONS,
Comdg. Third Div. West Gulf Blockading Fleet, Texas Coast.

Report of Lieutenant-Commander Jones, U. S. Navy, regarding the arrival of the ship Lisbon with coal for the Texas division.

U. S. S. POCAHONTAS,
Off Sabine Pass, December 8, 1864.

SIR: The ship *Lisbon*, with 800 tons of coal for the Texas division, arrived here on the 2d instant, and I have detained her, under the instructions I received from Commander Le Roy, until I have an opportunity to hear your wishes. The *Lisbon* is reported by her master to be leaking in her upper works, but not to such an extent as to cause him any anxiety, and for this reason, and as it is generally smoother here than off Galveston, he wishes to remain here until the ship can be lightened of 100 tons of her cargo. The *Lisbon* will require to retain for ballast 200 tons of coal, which will leave her 600 tons for disposal.

The enemy sent out a flag of truce on the 5th instant, by which I learn that Semmes, late of the *Alabama*, has been here recently. I think, however, that this is a misunderstanding on the part of the officer who met the enemy's flag, as Sabine Pass certainly must be out of the direct route to Richmond, and probably the rebel officer referred to the notice in the newspaper enclosed in the accompanying letter to Commodore Palmer.

I have the honor to be, very respectfully, your obedient servant,
M. P. JONES,

Lieut. Comdr., Commanding, and Senior Officer off Sabine Pass.

Captain GEO. F. EMMONS, U. S. Navy.
Commanding Third Division, off Galveston.

Report of Lieutenant-Commander Brown, U. S. Navy, commanding U. S. S. Itasca, regarding the chasing ashore or capture of three blockade runners.

U. S. GUNBOAT ITASCA,
Off Pass Cavallo, Tex., December 8, 1864.

SIR: I have the honor to report that on the 29th ultimo I chased and ran ashore a schooner of about 100 tons and subsequently so injured her with shells that she has been dismantled and abandoned as being useless.

On the 30th ultimo I captured the English schooner *Carrie Mair* while attempting to violate the blockade of this coast. I sent her to New Orleans for adjudication.

This morning I chased and ran ashore the sloop *Mary Ann*, of Galveston. I endeavored to haul her off, but not being able to do so I removed her cargo, consisting of 21 bales of cotton, and will send it to New Orleans for adjudication by the first opportunity. The sloop I caused to be entirely destroyed by cutting away her mast and all her beams. I could not destroy her by fire, as she was under water.

I am, sir, very respectfully, your obedient servant,

GEO. BROWN,
Lieutenant-Commander, U. S. Navy.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Captain Jenkins, U. S. Navy, transmitting report of the capture by the U. S. steamers J. P. Jackson and Stockdale, of the Confederate schooner Medora, December 8, 1864.

U. S. S. RICHMOND,
Mobile Bay, December 11, 1864.

SIR: I have the honor to transmit herewith copy of report of the capture in Mississippi Sound, on the 8th instant, of the rebel schooner *Medora* or *Medora*, by the U. S. S. *J. P. Jackson* and tinclad *Stockdale*, with 105 bales of cotton on board.

I have just received information that this schooner was removed outside of the obstructions soon after the capture, and that she has been sent with a prize crew to New Orleans.

I am, sir, very respectfully, your obedient servant,

THORNTON A. JENKINS,
Captain, Comdg. First Division West Gulf Squadron.

HON. GIDEON WELLES,
Secretary of the Navy.

Report of Acting Volunteer Lieutenant Pennington, U. S. Navy, commanding U. S. S. J. P. Jackson, of the capture of the Confederate schooner Medora, December 8, 1864.

U. S. S. J. P. JACKSON,
Mississippi Sound, December 8, 1864.

SIR: I have the honor to report [that] this morning at 6 o'clock we discovered a schooner aground on Pascagoula Bar. We at once

got underway and steamed in toward her; signaled to the steamer *Stockdale* to come within hail. We ran into 9 feet of water and came to anchor; called away three armed boats and boarded her. She proved to be the schooner *Medora*, with 105 bales of cotton on board, commanded by J. E. Sarrazin, of Pascagoula. He reports that the vessel was bound to New Orleans and produced a pass from Rear-Admiral D. G. Farragut, dated September 6, 1864. The vessel is now aground inside the obstructions. I have ordered Captain Edwards, of the *Stockdale*, assisted by two boats' crews from my vessel, to remove the spiles in the channel and get the schooner over the bar. This can be done by taking out part of the cotton. The schooner has no papers, they having been sent to New Orleans last January by me. I shall finish removing the obstructions to-day, and will take out the cotton to-night, and at high water to-morrow I think she will come over the bar. I will put a prize crew on board of her and send vessel and cargo to New Orleans for adjudication.

Very respectfully, your obedient servant,

L. W. PENNINGTON,
Acting Volunteer Lieutenant, Commanding.

Captain THORNTON A. JENKINS,
Comdg. 1st Div. West Gulf Blockdg. Squadron, Mobile Bay.

Report of Captain Jenkins, U. S. Navy, regarding the schooner Medora, captured December 8, 1864.

U. S. S. RICHMOND,
Mobile Bay, December 15, 1864.

SIR: I send to New Orleans in tow of the steam tug *Tritonia* the schooner *Medora*, said to have on board 105 bales of cotton, captured on the evening of the 8th instant on Pascagoula Bar by the tinclad *Stockdale*, the steam tug *Rose*, and the steamer *J. P. Jackson*.

It is reported that this schooner was partially discharged (mainly by the *Stockdale*), obstructions removed from the channel, and finally taken into Mississippi Sound and reloaded.

Acting Volunteer Lieutenant L. W. Pennington, in command of the *J. P. Jackson*, and the senior naval officer present, reports that he permitted the master and supercargo of the *Medora* to go to New Orleans. He also reports that the only papers found on board relating to the vessel and cargo was a pass or permit from Admiral Farragut to take this vessel and cargo to New Orleans; but this paper is not embraced with those given to the prize master.

The statute is plain and clear under these bonds, and I am at a loss to understand why Acting Volunteer Lieutenant Pennington disregarded it.

I have visited the schooner *Medora*, and finding no list of the people on board at the time of the capture, I had the men mustered, and enclose the list.

I have reason to believe that the cargo of this vessel belongs bona fide to rebels, and most probably to a person by the name of Hatfield.

I am informed that a small vessel laden with turpentine, etc., was captured recently by the steam tug *Rose* in Mississippi Sound. Acting Volunteer Lieutenant Pennington has not reported it to me, as it was his duty to do.

Acting Volunteer Lieutenant Pennington has been fully informed

in regard to these orders issued from the President of the United States on the subject of the blockade, of passes, permits, etc., and therefore he has acted with full information in his possession.

I do not understand by what authority Mr. Hatfield and other persons known to have been on board the *J. P. Jackson* were released.

Should the admiralty court at New Orleans refuse to adjudge the *Medora*, a good prize to the captors, those officers and men who worked for a considerable length of time in securing her and her cargo are certainly entitled to salvage. It may be useless for me to add that I am not satisfied with the late proceedings in Mississippi Sound, and as Acting Volunteer Lieutenant Pennington is no longer under my command, he having been ordered by you to appear at New Orleans for examination for promotion, I hope a thorough investigation will be made into these late transactions. The officers of the *J. P. Jackson*, *Stockdale*, and *Rose* may be able to clear up the, to me, unsatisfactory points. I enclose for transmission the prize lists of the three vessels participating in the capture of the *Medora* and all the papers sent to me by Acting Volunteer Lieutenant Pennington.

The *Tritonia* being greatly needed here at this time, owing to the late movements of General Granger and his request for the use of the *Rodolph* and *Stockdale* to land troops in Mississippi Sound, I request that she may not be detained at Lakeport.

Very respectfully,

THORNTON A. JENKINS,

Captain, Commanding First Div. Western Gulf Squadron.

Commodore JAS. S. PALMER,

Commanding Western Gulf Squadron.

Report of Major-General Granger, U. S. Army, regarding the insecurity of Ship Island as a rendezvous for prisoners.

HDQRS. DIST. OF WEST FLORIDA AND SOUTH ALABAMA,
Fort Gaines, December 10, 1864.

COLONEL: I have the honor to call the attention of the commanding general to the insecurity of Ship Island, with its present garrison and insufficient means of defense, as a rendezvous for prisoners. From a statement made to me a few days since by Commodore Palmer, commanding West Gulf Blockading Squadron, who had to stop there on his way to the fleet in Mobile Bay, it appears that there are 800 prisoners of war on that island, guarded by a daily detail from an aggregate force of 240 colored soldiers, without a field battery, with an unfinished fort mounting two heavy guns pointing seaward, and with an old sloop of war in the harbor scarcely serviceable for immediate defense. Although this post is not in my command, I deem it my duty to represent these facts to the commanding general, particularly as I am credibly informed that a large number of flats and launches are now building in the bays along Mississippi Sound between Cedar Point and Pascagoula, and that the enemy designs moving with these to Ship Island for the purpose of liberating all the prisoners confined there.

I am, colonel very respectfully, your obedient servant,

G. GRANGER,

Major-General, Commanding.

Lieut. Col. C. T. CHRISTENSEN,

Assistant Adjutant-General, Mil. Div. of West Mississippi.

Report of Acting Volunteer Lieutenant Pennington, U. S. Navy, regarding the landing of stores for cavalry detachment at West Pascagoula.

U. S. S. J. P. JACKSON,
Mississippi Sound, December 10, 1864.

SIR: I have the honor to report that a small detachment of General Davidson's cavalry has reached West Pascagoula; the main column has moved in the direction of the Mobile and Ohio Railroad. I have communicated with the officer in charge of the detachment that has arrived at the north shore and have notified the captain of the transport at Ship Island, which has their stores on board. General Davidson is in command of the raiding forces, and wishes all the stores on board of the transport to be landed at West Pascagoula. This can not be done with any vessel drawing over three feet and a half of water. When the transport arrives I shall endeavor to land all the stores I can with the *Stockdale*. Transports of light draft are required to do the work.

Very respectfully, your obedient servant,

L. W. PENNINGTON,
Acting Volunteer Lieutenant, Commanding.

Commodore J. S. PALMER,
Commanding West Gulf Blockading Squadron.

[Telegram.]

NEW YORK, *December 13, 1864.*

(Received 4:10 p. m.)

I have the honor to report the arrival of the *Hartford*. I await your further instructions. My written report goes by mail.

D. G. FARRAGUT,
Rear-Admiral.

HON. GIDEON WELLES.

Report of Rear-Admiral Farragut, U. S. Navy, announcing arrival at New York.

No. 576.]

FLAGSHIP HARTFORD,
New York, December 13, 1864.

SIR: I have the honor to report the arrival of the *Hartford* at this port, after a passage of twelve days from Pensacola, which place I left on the 30th ultimo.

We had moderate head winds from Pensacola to Key West, where I deemed it prudent to stop and replenish the coal. We left Key West on the morning of the 5th, with a light wind from the eastward; on the 6th had a fine breeze from the southwest, which changed to the north-east and blew a terrible gale on the 8th and 9th. The ship labored heavily, rolled away the starboard waist boat, and lost the dingey from the stern. On the 10th the wind changed, blowing moderately from the westward; on the 11th blew a furious gale again from that quarter, but we managed to get in with the land and run up to Sandy Hook, where we anchored on the 12th instant at noon, but the gale was so

heavy that we could not stem it and were forced to anchor outside the bar. I succeeded in getting up to the city to-day, and now await your further instructions.

Captain Drayton will report the condition of the ship. She has been rudely and temporarily repaired in Mobile Bay, but I am happy to say that she showed no signs of weakness through the gales we recently encountered. Still, she will require some repairs, unless required immediately for temporary service.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Captain Drayton, U. S. Navy, commanding U. S. S. Hartford, announcing arrival at New York.

FLAGSHIP HARTFORD,
New York, December 13, 1864.

SIR: I beg leave to report the arrival of the *Hartford* at New York, where she is now at anchor off the Battery.

If much needed, the vessel could be got ready for sea in a few weeks. The only repairs actually necessary to fit her for a short service being a new smokestack, the present one being dangerous, and the replacing of the fore trestletrees, forward crosstree, and fore-topmast, which were much injured by a shot. A shot is also deeply embedded in the mainmast. Both the engineer and carpenter report other repairs which it would be important to make as soon as possible, but which are not actually required for immediate security. One of the boilers, however, is in a rather bad condition.

Excepting officers and a few men brought North from vessels of the squadron on account of expiration of service there are now on board 259 persons. Of these the terms of service of 107 expire in December, and 41 in January, leaving 111 persons on board against a complement of 417 allowed.

I request permission to discharge the men whose terms of enlistment have expired or will expire during this month and January, as they are mostly three-years men, who have served faithfully and would perhaps scarcely be worth keeping for the small remaining term of their enlistment.

With this I beg leave to forward a list of the officers at present on board. Acting Volunteer Lieutenant G. D. Upham, one of them, has been on continuous service in the Gulf nearly three years.

Very respectfully, your obedient servant,

P. DRAYTON,
Captain.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Order of Major-General Granger, U. S. Army, to Acting Master Dyer, U. S. Navy, commanding U. S. S. Rodolph, to take a position off East Pascagoula.

HDQRS. DISTRICT WEST FLORIDA AND SOUTH ALABAMA,
Fort Gaines, December 14, 1864.

CAPTAIN: As soon as your transport is loaded, you will proceed forthwith to the channel east of Round Island, Mississippi Sound, leading into East Pascagoula, and there rendezvous about 5 miles from East Pascagoula wharf and await further orders from headquarters boat *Laura*.

By command of Major-General Granger:

JAMES E. MONTGOMERY,
Assistant Adjutant-General and Chief of Staff.

Captain N. M. DYER,
Commanding Steamer Rodolph.

Order of the Secretary of the Navy to Commodore Palmer, U. S. Navy, regarding the disposition of naval captures.

NAVY DEPARTMENT, *December 15, 1864.*

SIR: It is deemed advisable by the Department that naval captures which can be sent elsewhere should go to some other court for adjudication than New Orleans.

Very respectfully,

GIDEON WELLES,
Secretary of Navy.

Commodore JAMES S. PALMER,
Comdg. West Gulf Blockdg. Squadron, New Orleans, La.

Report of Commodore Palmer, U. S. Navy, requesting the Department's approval of the assignment of Commander S. R. Franklin, U. S. Navy, as fleet captain.

U. S. NAVAL HEADQUARTERS,
New Orleans, December 16, 1864.

SIR: I have the honor to inform the Department that I have appointed Commander Samuel R. Franklin fleet captain of the West Gulf Squadron from the date of the departure of Rear-Admiral Farragut (November 30), and I request that this appointment may be approved by the Department.

I am, sir, very respectfully, your obedient servant,

JAS. S. PALMER,
Commodore, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commodore Palmer, U. S. Navy, regarding the urgent need of additional force of officers and men.

No. 10.]

U. S. NAVY HEADQUARTERS,
New Orleans, December 16, 1864.

SIR: The Department is aware of the great scarcity of seamen and ordinary seamen in this squadron. At least 200 of each are required. There is also a great necessity for 2 lieutenants and at least 50 privates of marines for duty in the squadron. For our storehouses and hospitals I am obliged to borrow men from the Army, who can ill afford to spare them, and the marine guards of the different vessels are very short of their complement.

I am, sir, very respectfully, your obedient servant,
JAS. S. PALMER,
Commodore, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commodore Palmer, U. S. Navy, regarding pay of pilots.

No. 11.]

U. S. NAVY HEADQUARTERS,
New Orleans, December 16, 1864.

SIR: I have the honor to inform the Department that it is impossible to obtain pilots for Berwick Bay and the Atchafalaya for less than \$150 per month. We have hitherto been paying them by public bills.

Your order to Admiral Farragut, to take effect from October 1, 1864, authorizing their appointment as masters and ensigns, will not give them the pay they have been accustomed to, and they will not serve at a less rate.

I request authority to give them \$150 per month. The pilots on the Mississippi get \$250 per month.

I am, sir, very respectfully, your obedient servant,
J. S. PALMER,
Commodore, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Endorsement.]

The Department's instructions regarding the appointment of pilots given are intended to cover all the requirements.

Report of Commodore Palmer, U. S. Navy, regarding the need of additional tugs and a picket boat.

No. 17.]

NEW ORLEANS, December 16, 1864.

SIR: The necessity for more tugs in this squadron induces me to ask authority from the Department to purchase two, as I may find such here as will suit my purpose.

I suggest this to avoid the hazard of sending out tugs from the North at this season.

I would also be glad to have sent out in one of the supply steamers one of the new picket boats, as we may possibly find an opportunity of destroying the ironclad *Nashville*, now lying in Mobile Harbor.

I am, very respectfully, your obedient servant,

JAS. S. PALMER,

Commodore, Commanding West Gulf Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Letter from Major-General Granger, U. S. Army, to Acting Master Dyer, U. S. Navy, commanding U. S. S. Rodolph, designating the station for that vessel and requesting an interview.

HEADQUARTERS,

Franklin Creek, [Miss.], December 17, 1864—6 p. m.

CAPTAIN: I desire your boat to remain at Goode's mill to-night, and I also wish you to report to me in person as early this evening as convenient to you. Lieutenant-Colonel [John] Bruce, commanding forces at Goode's mill, will furnish you a horse to come over on.

I am, captain, very respectfully, your obedient servant,

G. GRANGER,

Major-General, Commanding.

Captain DYER,

Commanding Gunboat 48.

Report of Commander Woolsey, U. S. Navy, commanding U. S. S. Princess Royal, regarding the capture of the schooner Cora.

U. S. S. PRINCESS ROYAL,

Off Galveston, December 20, 1864.

SIR: I respectfully report the particulars of the capture of the schooner *Cora* last night, as follows:

At 7:50 p. m., while at my night station, a vessel was discovered inshore of us, standing to the southward. I immediately made the signal of alarm to the squadron, slipped the chain, and chased, running about 4 miles to the southward and westward of my station and 6 miles from Galveston, where I came up with the vessel and caused her to lower her headsails and anchor. She proved to be the schooner *Cora*, hailing from Belize, [British Honduras], and had just run out of Galveston with a cargo of 175 bales of cotton. I immediately took possession of her. Her chronometer book shows that her chronometer was rated at Houston on the 27th ultimo. On board of her were found the following papers, etc.:

1st. Certificate of British registry, dated Belize, 16th October, 1863, 47 $\frac{5}{16}$ tons, owned by William Ardill, of Manchester, England.

2d. Articles of agreement, signed by seven persons, registered at Belize, endorsed by British consul at Vera Cruz, April 20, 1864, and also endorsed by a certificate of James Sorley, collector of customs, port of Galveston, dated 11th November, 1864, to the effect that "John Greenough is master British schooner *Cora* in place of Henry Sherffins, late master."

3d. Pass signed by Captain Stephen D. Yancey, Houston, August 16, 1864, by order of Major-General J. B. Magruder, permitting Mr. T. W. House to send to sea, from Galveston Bay, the schooner *Cora*, loaded with cotton.

4th. Manifest of cargo (175 bales of cotton).

5th. Bill of health, dated Galveston, 27th August, 1864.

6th. Letter to Messrs. Choppinger & Co., Havana, written in Spanish, dated Houston, December 31, 1863, introducing Mr. Taylor, former master of schooner *Cora*, signed by A. Maseras.

7th. Memorandum of articles to be purchased at Havana, one of which was "50 to 100 kegs rifle powder," besides a number of minor papers, mostly private, which I have enclosed to the judge of the district.

8th. One English ensign.

She will be sent to New Orleans to-day for adjudication. Captain George F. Emmons was in command of this division at the time. There was a thick fog, and none of the vessels of the squadron were in sight, nor within signal distance, this vessel being about 6 miles distant from the fleet off Galveston at the time of capture.

Her crew consists of J. Greenough, master, and 6 men.

I have the honor to be, most respectfully, sir, your obedient servant,

M. B. WOOLSEY,
Commander.

HON. GIDEON WELLES,
Secretary of U. S. Navy, Washington.

Report of Rear-Admiral Farragut, U. S. Navy, regarding the transfer of the U. S. S. Hartford to the commandant of navy yard, New York, for repairs.

U. S. FLAGSHIP, December 21, 1864.

SIR: I have the honor to inform you that, in accordance with your instructions, I had the U. S. steam sloop *Hartford* turned over to Admiral Paulding at the navy yard for repairs, and my flag hauled down at sunset on the 20th instant.

I also directed the paymaster to settle with the officers appointed for special duty on my staff.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy.

Letter from the Assistant Secretary of the Navy to Hon. Edward Everett, responding to request for the exchange of the paymaster's clerk of the U. S. S. Clifton.

NAVY DEPARTMENT, December 22, 1864.

SIR: I have the honor to acknowledge the receipt of your letter of the 19th instant, enclosing a petition for the exchange of Mr. John Skinner Thompson, paymaster's clerk of the *Clifton*, and expressing your earnest desire that the exchange may be effected if possible.

You are probably aware that the matter of exchanges is entirely in the hands of the War Department. This Department has never lost sight of the naval prisoners in Texas, and has exerted itself, so far as it could, to secure their exchange. Rear-Admiral Farragut was authorized to offer in exchange for them the rebel Navy officers captured in Mobile Bay. This proposition was made, but the insurgent commissioner demanded that Admiral Buchanan should be included in the exchange, and as instructions had been given to send that officer North, Rear-Admiral Farragut did not feel authorized to give him up, and so the matter ended there. Since then the Department has requested Major-General Butler to offer Admiral Buchanan in exchange, especially for our Navy officers in Texas. He replied that he would do so, but the result has not been made known. The War Department has, in pursuance of an urgent appeal from this Department, just addressed General Canby at New Orleans in reference to effecting the exchange of the Navy officers and seamen in Texas.

From this statement you will understand that we are doing all we can in the matter, and I hope and believe that before very long the desired object will be accomplished.

Very respectfully, etc.,

G. V. FOX,
Assistant Secretary.

HON. EDWARD EVERETT,
Boston.

Letter from the Secretary of the Navy to Vice-Admiral Farragut, U. S. Navy, requesting his opinion regarding the return of the light-draft monitors to the Mississippi Squadron.

NAVY DEPARTMENT, *December 22, 1864.*

SIR: Acting Rear-Admiral Lee writes to the Department that the four light-draft monitors belonging to the Mississippi Squadron now at Mobile are greatly needed for service in the Cumberland and Tennessee rivers, and may be more urgently required during the winter, on which account he asks if they can not be returned to him, as operations are apparently suspended at Mobile.

The Department refers the matter to you for your opinion as to whether it will be advisable to take those vessels from the West Gulf Squadron at present.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Vice-Admiral D. G. FARRAGUT, U. S. Navy,
New York, N. Y.

Report of Lieutenant-Commander Taylor, U. S. Navy, commanding U. S. S. Kanawha, regarding collision of that vessel with the U. S. Army transport Exact, December 22, 1864.

U. S. GUNBOAT KANAWHA,
Off Coast of Texas, December 23, 1864.

SIR: I regret to have the necessity of reporting to you an accident by collision whereby this vessel and the Army transport steamer *Exact* have received slight injury. The circumstances attending the accident are fully set forth in the accompanying reports to the honorable Secretary of the Navy and the commodore commanding. I would respectfully request your perusal of my report and the accompanying statements, and trust that you will hold me blameless in the premises. To my certain knowledge these transports have been frequently warned not only to keep outside of blockading vessels at all times, but to particularly avoid the coast at night. Had the master of the *Exact* heeded this warning the accident would not have occurred. I would also report that a cotton-laden schooner attempted to run out of Velasco on the night of the 22d instant, but grounded upon the bar. By lightening her they succeeded in getting her off, and she returned inside this evening.

Very respectfully, your obedient servant,

B. B. TAYLOR,
Lieutenant-Commander.

Captain GEO. F. EMMONS, U. S. Navy,
Comdg. 2d Div. West Gulf Squadron, off Galveston, Tex.

Abstract log of the U. S. S. Kanawha, Lieutenant-Commander B. B. Taylor, U. S. Navy, commanding.

December 22, 1864.—At 7:30 a. m. got underway and steamed along the land. At 6:45 p. m. discovered a light on a strange steamer bearing S. E., steamer apparently steaming W. S. W. At 8:20 wore ship and stood up along the land N. E. $\frac{1}{2}$ N. Strange steamer with running lights set about two points on our starboard bow. Flashed a light to him from our starboard gangway four times. Beat to quarters and got all ready for action. At 8:40, the stranger being very close to us, put our helm hard astarboard so as to keep inshore of him, but he having put his helm to port, struck us forward of our starboard fore-rigging and forging ahead passed across our bow, badly damaging our first cutter, carrying away billet-head and starting cutwater. The crew from the steamer jumped on board of us, but having discovered that they were unarmed no one was hurt. After getting clear, came to anchor in $7\frac{1}{2}$ fathoms water and veered to 30 fathoms chain. Lowered away second cutter and sent crew of the steamer on board their own vessel. The damage done to the transport was all in her upper works, not causing her to leak or rendering her unseaworthy. The steamer's name was the *Exact*, Army transport, H. Crowell, master, from New Orleans, bound to Brazos Santiago, consigned to United States quartermaster at that place.

Report of Commodore Palmer, U. S. Navy, regarding the sending of U. S. ram Tennessee and the U. S. monitor Manhattan to the Mississippi Squadron.

No. 22.]

NEW ORLEANS, December 23, 1864.

SIR: I have the honor to report to the Department that the *Tennessee* and *Manhattan*, ironclads, have both been sent up to join the Mississippi Squadron.

Lieutenant-Commander Grafton, formerly of the *Genesee*, having been ordered to relieve Commander J. W. A. Nicholson, in command of the *Manhattan*, the Department having directed that ironclads of this class were to be commanded by lieutenant-commanders.

I am, sir, your obedient servant,

JAS. S. PALMER,
Commodore, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from Captain Jenkins, U. S. Navy, to Lieutenant-Commander Low, U. S. Navy, commanding upper fleet in Mobile Bay, in the matter of H. Stewart's request for conveyance by flag of truce.

U. S. S. RICHMOND,
Mobile Bay, December 23, 1864.

SIR: I return herewith the papers sent to me by you, belonging to Mr. H. Stewart. I do not know with what object these papers have been sent to me.

If Mr. Stewart thinks that, because he has copies of original papers claiming to show that he has taken the oath of allegiance to the United States, and a loyal citizen of the United States, he has the right to call upon me as the commanding naval officer in this bay to send him under a flag of truce within rebel lines or to receive him from within rebel lines at his will and pleasure, under a flag of truce, and to be transported by the naval vessels under my command, his ideas and mine in regard to my duties and responsibilities are greatly at variance.

We receive gladly all who are oppressed by the enemy, deserters and refugees, when they place themselves within our reach, but I am greatly mistaken if it is my duty, or that of any faithful officer of the Government, to encourage or permit indiscriminate intercourse between the rebels and certain individuals claiming to be loyal citizens, especially when our forces are in such close proximity to the enemy, and making frequent movements, the success or failure of which must depend in a great degree upon secrecy. I refused positively to allow Mr. H. Stewart to be landed under a flag of truce within the limits of my command. He chose to throw himself upon the grace of the rebels at Cedar Point, [Ala.], and I fancy he knows the road he traveled in going hence to Mobile, once from Pensacola and the last time from Cedar Point.

The vessels of this division have arduous and important duties to perform, and can not be taken from their stations for any purpose not relating to the naval service, much less to transport persons who go voluntarily within the lines of the enemies of the country.

Furthermore, I am not disposed to allow any one to visit the vessels under my command who are on such intimate terms as Mr. Stewart represents himself to be, and who necessarily must be, with the rebel authorities, both military and civil, to enable him to pass their lines at his pleasure.

It is a duty I owe to my Government to treat all alike. I have not shown any favoritism to any one, nor do I intend to make any discrimination.

I make this communication to you to correct any possible misconception in your own mind on this subject.

Very respectfully,

THE RNTON A. JENKINS,

Captain, Comdg. 1st Div. West Gulf Blockdg. Squadron.

Lieutenant-Commander W. W. Low,

Senior Officer, Commanding Upper Fleet, Mobile Bay.

Report of Commodore Palmer, U. S. Navy, regarding the need of additional regular officers for his command.

No. 21.]

NEW ORLEANS, *December 23, 1864.*

SIR: It is absolutely essential that two regular lieutenant-commanders be ordered to this fleet, one to take charge of the light-draft gunboats in Mississippi Sound and the other of those employed in Berwick Bay. Two more naval carpenters are also necessary in this fleet.

I would likewise call the attention of the Department to the *Pocahontas*, *Sciota*, and *Katahdin*, which vessels are in need of regular officers as their commanders.

Lieutenant-Commander M. P. Jones, of the *Pocahontas*, has been ordered to the *Kickapoo*, Lieutenant-Commander John Irwin, of the *Katahdin*, to the *Genesee*, and Lieutenant-Commander James H. Gillis, of the *Sciota*, to the *Milwaukee*.

I have the honor to be, very respectfully, your obedient servant,

JAS. S. PALMER,

Commodore, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of the U. S. Prize Commissioner at New Orleans, giving the names of prizes reported at that place.

U. S. PRIZE COMMISSIONER'S OFFICE,

New Orleans, December 24, 1864.

DEAR SIR: I have the honor to inform you that since my last report of December —, there are the following prizes reported at this office:

Schooner *Julia* and cargo, English, 73 tons, 7 men; captured 43 miles eastward of Brazos River, Texas, on 5th December, 1864, by the U. S. S. *Chocura*, Richard W. Meade, jr., U. S. Navy, commanding. Cargo consists of cotton bagging, iron, hardware, and paper, specified on manifest, and also two or three large cases of percussion caps, found on board at time of capture. Purports to have been bound from Havana to Matamoras.

Dutch brig *Geziena Hilligonda*, captured off Texas coast, near shore, on 4th December, 1864, by the U. S. S. *Pembina*, J. G. Maxwell, commanding; cleared for Liverpool for Matamoras, with cargo of cotton bagging, hardware, quinine, and other drugs and medicines.

Schooner *Lowood* and cargo, captured 75 miles to the eastward of Brazos River on 4th December, 1864, by the U. S. S. *Chocura*, Richard W. Meade, jr., commanding; has a cargo of 221 bales cotton and cleared from mouth of Brazos River.

Schooner *Medora* and cargo, captured on Pascagoula River Bar, Mississippi, while aground, having attempted to cross the bar to come to New Orleans, as testified to by the crew, no officers of captured schooner having been sent up. The capture was made by the U. S. steamers *Stockdale* and *J. P. Jackson*. Cargo consists of 105 bales cotton. The crew report that there was but one paper on board and that a pass from Rear-Admiral D. G. Farragut permitting vessel and cargo to come to New Orleans. Said paper has not been produced to this commission.

Schooner *Alabama* and cargo, captured by U. S. S. *Princess Royal*, M. B. Woolsey, commanding, off San Luis Pass, Texas, on 7th December, 1864, while running in. She was abandoned by her crew before the boats from the *Princess Royal* came up with her. Cargo consists of cotton bagging, nails, hardware, etc.

Very respectfully, your obedient servant,

D. AUGUSTIN,
U. S. Prize Commissioner.

HON. SECRETARY OF THE NAVY.

Report of Vice-Admiral Farragut, U. S. Navy, responding to the Department's request for an opinion regarding the return of light-draft monitors to the Mississippi Squadron.

18 WASHINGTON SQUARE,
New York, December 24, 1864.

SIR: In answer to your letter of the 22d instant, relating to the return to the Mississippi Squadron of the light-draft ironclads received from there by me, I beg to state:

That there were, when I left that neighborhood, off the city of Mobile the *Nashville*, a large side-wheel steamer, but in other respects like the *Tennessee*, with 6-inch iron forward and aft, but not yet plated amidships, a very fast and heavily armed vessel; the *Tuscaloosa* and *Huntsville*, smaller ironclads, covered with 4-inch iron, and the wooden gunboat *Morgan*.

These vessels form a squadron which, except for the monitors received from the Mississippi, might easily regain possession of the bay, and I think it would be most imprudent to remove any of our ironclads, particularly as they are the only vessels which, from their light-draft (6½ feet), can go directly up to the obstructions and properly blockade the outlets of Mobile.

Under these circumstances I recommend that the four vessels alluded to by Acting Rear-Admiral Lee be allowed to remain where they are now, particularly as, should the Department, when Mobile is disposed of, desire to reoccupy the coast of Texas, they will be indispensable for that purpose.

The Department will also bear in mind that I had sent, before my giving up the command of the squadron, the *Manhattan* and *Tennessee* to replace the vessels received from the Mississippi. My letter book is not now by me or I could refer to communications in which these matters have been treated of at more length and in detail.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Vice-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Lieutenant-Commander Gherardi, U. S. Navy, senior officer off Pascagoula, regarding coal and other matters.

U. S. S. J. P. JACKSON,
Off Pascagoula, December 25, 1864.

SIR: I have this day dispatched the *Bohio* to Pensacola. The amount of coal delivered to this flotilla was very much reduced, as the *Selma* took 30 tons and Acting Volunteer Lieutenant Pennington gave the army transports some. There is at present on board this vessel 29 tons and on board of the *Rose* 5 tons; therefore I am greatly in need of coal.

I will have to keep the two tinclads for the present. General Granger is at present at Goode's Mill, distant from this place 12 miles by land and 28 by the river. He is confronted by a rebel force fully equal to his own, if not superior. He has a very small wagon train, not sufficient to keep up the supplies for his troops. During an interview I had with him yesterday morning he informed me that he would have to fall back to within 5 miles of my anchorage. Should he be attacked, the tinclads can be of great service. Unfortunately there is not water enough on the bar at the mouth of the river by 2½ feet for the *Jackson*.

The paymaster of this vessel reports to me that he has no blankets or overcoats; there is also no soap on board, and since last July he has had only 300 pounds of the latter, although he has frequently made requisitions for it.

Acting Ensign Maddocks, commanding officer of the *Rose*, has applied to me for another engineer; he has at present only two. I have no means of knowing what is the complement of such a vessel. He also wants one seaman and two landsmen.

The vessels in the sound are never supplied with any provisions from the supply steamers. Vegetables are what we want most, though fresh beef would be very acceptable.

A Mrs. Todd, of New Orleans, applied to me yesterday to be allowed to land, but I positively refused permission.

I will keep you fully informed of anything of interest that may occur.

Very respectfully, your obedient servant,

BANCROFT GHERARDI,
Lieutenant-Commander and Senior Officer.

Captain THORNTON A. JENKINS,
Commanding 1st Division West Gulf Blockading Squadron.

Order of Lieutenant-Commander Gherardi, U. S. Navy, to Acting Master Dyer, U. S. Navy, commanding U. S. S. Rodolph, to cooperate with forces under Major-General Granger, U. S. Army.

HDQRS. DIST. OF WEST FLORIDA AND SOUTH ALABAMA,
December 25, 1864.

SIR: You will be pleased to take your vessel as far up the river as is safe, and render all assistance to General Granger's troops, now employed in rafting down our own million feet of lumber. If possible, you will take the lumber in tow and tow it to the bar.

Very respectfully,

BANCROFT GHERARDI,
Lieutenant-Commander and Senior Officer.

Acting Master N. M. DYER,
Commanding U. S. S. Rodolph.

Letter from Major-General Canby, U. S. Army, to Major-General Granger, U. S. Army, regarding promised naval cooperation.

HDQRS. MILITARY DIVISION OF WEST MISSISSIPPI,
New Orleans, La., December 25, 1864.

SIR:

* * * * *

Commodore Palmer has promised to send another gunboat to you and a regular officer of the Navy to superintend operations in your neighborhood. Care will also be taken to have launches sent to you for embarking the infantry as soon as your present operations are concluded. Your request for a topographical engineer shall be complied with if practicable.

Very respectfully, your obedient servant,

C. T. CHRISTENSEN,
Lieutenant-Colonel and Assistant Adjutant-General.

Major-General GORDON GRANGER,
*Comdg. District of West Florida and South Alabama,
East Pascagoula, Miss.*

Letter from Captain Jenkins, U. S. Navy, to Major-General Maury, U. S. Army, in relation to shipment of cotton to New York for the benefit of Confederate prisoners.

U. S. S. RICHMOND,
Mobile Bay, December 26, 1864.

SIR: I inform you that in compliance with a request of Major-General Gordon Granger, U. S. Army, etc., the senior naval officer under my command off Dog River Bar, Mobile Bay, will receive immediately below the obstructions and take charge, at such time as you may indicate, under a flag of truce (weather permitting), of the vessel containing the 1,000 bales of cotton, which Lieutenant-General Grant, U. S. Army, gave permission to the agent of exchange of prisoners at Richmond, Va., to deliver in this bay for shipment to New York for the benefit of prisoners of war to the United States.

Captain Frank G. Noyes, U. S. Army, of General Granger's staff, will accompany the officers and crew detailed from the vessels under my command to take charge of the vessel that you may send, and after the cotton shall have been transferred to the vessel now in this bay, for transportation to New York, the vessel will be returned to your officers and crew at, or near as may be, the same place at which the delivery may be made, and to return thence immediately within the lines of your obstructions.

No person from beyond the lines will be permitted to remain in or come down the bay with the vessel containing cotton.

Very respectfully,

THORNTON A. JENKINS,

Captain, Commanding First Division West Gulf Squadron.

Major-General DABNEY H. MAURY,

Commanding, Mobile, Ala.

Order of Captain Jenkins, U. S. Navy, to Commander Gibson, U. S. Navy, senior officer in Pensacola Bay, in relation to the opening of that port.

U. S. S. RICHMOND,

Mobile Bay, December 27, 1864.

SIR: The President having declared Pensacola to be a free port, the usual privileges must be allowed; but as the town itself is not within our lines, you will allow no communication above the navy yard limits until such time as Pensacola itself is garrisoned by our troops. No articles contraband of war will be allowed to land, nor more supplies than are sufficient for the wants of the inhabitants within our control.

Very respectfully,

THORNTON A. JENKINS,

Captain, Commanding First Division Western Gulf Squadron.

Commander A. GIBSON,

Comdg. U. S. Ship Potomac, Senior Officer, Pensacola Bay.

Cutting out of the schooner Belle in the harbor of Galveston, December 27, 1864.

Report of Commodore Palmer, U. S. Navy, transmitting detailed report.

No. 45.]

NEW ORLEANS, *January 18, 1865.*

SIR: I have the honor to enclose to the Department a detailed report of the cutting out of the schooner *Belle* from the harbor of Galveston.

As this affair was not only well planned, but well executed, I commend the commander of the *Virginia* and the officer and men engaged in the expedition to the favorable notice of the Department.

Very respectfully, your obedient servant,

JAS. S. PALMER,

Commodore, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Acting Ensign Blume, U. S. Navy, of the U. S. S. Virginia, commanding expedition.

U. S. S. VIRGINIA,
Off Galveston, Tex., January 11, 1865.

SIR: I have the honor to make the following report of the capture of the schooner *Belle*:

On the 26th of December, having received your permission to fit out an expedition for the purpose of cutting out a schooner laden with cotton in Galveston Bay, I called for volunteers to man the third cutter. These I readily obtained, and at 8 p. m. left the ship.

The distance being about 5 miles, and a head sea running, we did not arrive off Bolivar Point and in sight of the schooner until about 1 a. m. of the 27th. The schooner was lying about a quarter of a mile from Fort Jackson and about 1 mile from Fort Green, and less than 400 yards from the Confederate guard schooner *Lecompte*.

When about 500 yards from the schooner, which proved to be the *Belle*, we saw a light aboard of her. We then stood past her and came up astern, but were not discovered until we came alongside. I immediately gave the order to board her, which we did, and after securing the prisoners, 5 in number, set the sails, slipped her chain and anchor; and stood down the bay. Coming out we passed within about half a mile of Fort Point, on Galveston Island; then steering through the main channel, stood out to sea. At daylight sighted the fleet, bearing N. W.; stood for the flagship, and came to near her.

I can not speak too highly of the cheerful readiness with which the men who accompanied me fulfilled their part of the duties which I required of them, and to their coolness and perseverance I must in a great measure attribute the successful termination of the expedition.

The following is a list of the names of those who composed the boat's crew: William Stevenson, master at arms; James Webster, gunner's mate; Thomas Wallace, coxswain; Jacob Bowman, captain forecabin; William Thompson, captain forecabin; Augustus Miller, captain after-guard; Peter Miller, seaman; Thomas K. Fenley, landsman.

I have the honor to be, very respectfully, your obedient servant,

N. A. BLUME,

Acting Ensign, U. S. Navy.

Acting Volunteer Lieutenant CHARLES H. BROWN,

Commanding U. S. S. Virginia.

Respectfully forwarded.

This cutting out was not only well planned, but well executed.

GEO. F. EMMONS,

Captain, Commanding Second Division.

Report of the U. S. prize commissioner at New Orleans of the arrival of the schooner at that place.

NEW ORLEANS, *January 5, 1865.*

DEAR SIR: I have the honor to report the arrival at this port of the prize schooner *Belle* and cargo, consisting of 90 bales of cotton, in charge of Acting Master's Mate E. F. Small, of the U. S. S. *Virginia*.

The schooner was captured on Tuesday, 27th December, 1864, at 1 o'clock a. m., by a boat's crew from the U. S. S. *Virginia*, Charles H. Brown, U. S. Navy, commanding, in charge of Acting Ensign

N. A. Blume, in Galveston Harbor, while lying at anchor midway between the forts, and taken out to sea immediately.

The schooner hails from Nassau, is of 45 tons burden, and had a crew of 7 men.

Very respectfully, your obedient servant,

D. AUGUSTIN,
U. S. Prize Commissioner.

Hon. SECRETARY OF THE NAVY.

Letter from the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, giving the opinion of Vice-Admiral Farragut, U. S. Navy, favoring the retention of the monitors in Mobile Bay.

NAVY DEPARTMENT, *December 28, 1864.*

SIR: The Department received your dispatch, asking that the four ironclads sent to the West Gulf Blockading Squadron might be ordered back to the Mississippi Squadron, and requested Vice-Admiral Farragut's opinion as to the propriety of withdrawing them from their present duty.

He states that the rebels still have left a force of ironclads at Mobile which, except for the monitors received from the Mississippi Squadron, might easily regain possession of the bay, and he therefore thinks it imprudent to remove or withdraw any of the present ironclad force of the West Gulf Squadron.

The Mississippi Squadron will, in some measure, be compensated for the loss of these four monitors by receiving the *Manhattan* and *Tennessee*, which Vice-Admiral Farragut sent up just before giving up his command.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral S. P. LEE,
Commanding Mississippi Squadron, Cairo, Ill.

Report of Commodore Palmer, U. S. Navy, explaining the necessity of modifying the Department's order regarding the port of Pensacola.

No. 29.]

NEW ORLEANS, *December 28, 1864.*

SIR: The port of Pensacola is declared by the President's proclamation to be opened, but as the Government is doubtless aware that the town itself is without our lines and often occupied by armed rebels, I have therefore directed the commanding naval officer there stationed, that while he accords Pensacola Bay all the privileges of an open port, he will permit no vessel to go beyond our lines, nor allow any more supplies to be landed than what are absolutely necessary for the support of the inhabitants within our lines and under our jurisdiction.

Hoping that the necessity of this modification will be apparent to the Department,

I have the honor to be, very respectfully, your obedient servant,

JAS. S. PALMER,
Commodore, Commanding West Gulf Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commodore Palmer, U. S. Navy, regarding additional men for the squadron under his command.

No. 24.]

NEW ORLEANS, December 28, 1864.

SIR: I have the honor to report the arrival of the U. S. S. *Kensington* in Mobile Bay on the 23d instant with 270 men for service in this squadron.

I have in consequence rescinded the order retaining the men (Sec. 17, Art. 25, for Better Government of the Navy), but we shall shortly want as many more to fill vacancies caused by men whose times are daily expiring.

Very respectfully, your obedient servant,

J. S. PALMER,

Commodore, Commanding West Gulf Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Lieutenant-Commander Taylor, U. S. Navy, commanding U. S. S. Kanawha, transmitting detailed report of the destruction of sloop off Velasco, Tex.

U. S. GUNBOAT KANAWHA,
Off Velasco, Tex., December 28, 1864.

SIR: I have the honor to report that I ran on shore and destroyed a sloop (which was attempting to violate the blockade) this forenoon to the southward of Caney Creek. The full particulars are detailed in my report* to the commodore commanding, forwarded herewith, to which I would most respectfully refer you.

I am, sir, very respectfully, your obedient servant,

B. B. TAYLOR,

Lieutenant-Commander.

Captain GEO. F. EMMONS, U. S. Navy,

Comdg. 2d Div. West Gulf Blockdg. Squadron, off Galveston, Tex.

Abstract log of the U. S. S. Kanawha, Lieutenant-Commander B. B. Taylor, U. S. Navy, commanding.

December 28, 1864.—At 6:20 a. m. a strange sail reported bearing N. by E. Spread all fires and went in chase, all drawing sail set, stranger steering W. N. W. and we N. W. to intercept him. At 8:50 took in all sail. At 9 beat to general quarters, still standing toward the stranger. At 9 came to anchor in $3\frac{1}{4}$ fathoms water and veered to 15 fathoms chain. Sent second cutter in to strange vessel, which was a sloop, and had run ashore, with orders to get her off if possible, and if not, to destroy her. At 10:45 the second cutter returned, but the fire not having burned on board the sloop, sent boat in again, which this time succeeded in destroying her. Fired 4 5-second and 2 10-second shell from 20-pounder rifle; 3 10-second and 3 5-second shell from XI-inch gun; 3 shell and 5 shrapnel from 24-pounder howitzer. The firing was done as target practice for the purpose of exercising the guns' crews.

* Not found.

Report of Commodore Palmer, U. S. Navy, requesting that floating dock be convoyed to New Orleans from St. Louis.

NEW ORLEANS, *December 28, 1864.*

SIR: I have been informed by the proprietors of a floating dock now at St. Louis that their dock is ready for service and only waiting to be convoyed down to this city.

It will be of great service to us here, and avoid the necessity of sending vessels North that require docking.

Will you please order the commanding officer of the Mississippi Squadron to send the dock down to us under convoy.

Very respectfully, your obedient servant,

J. S. PALMER,

Commodore, Commanding Western Gulf Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Unofficial letter from Captain Drayton, U. S. Navy, to Captain Jenkins, U. S. Navy, referring to recognition accorded to Admiral Farragut, U. S. Navy, on his arrival at New York.

18 WASHINGTON SQUARE,

New York, December 28, 1864.

MY DEAR JENKINS: I have received your three letters, one of which accompanies the article for the Army and Navy, the other gives me the welcome intelligence that the alarm is off. I did not despair of this result as much as you give me the credit for, but I thought it would be a long affair, which it has been. About the article, the admiral has not yet decided whether he would like it published or not. When the matter is settled, I will write you further. It is well written and to the purpose. Brownell had also written a very good piece, but this we decided to hold back for the present also. Gherardi sent the admiral a very proper letter, to state that his name was used, not only without his consent, but much to his mortification. This might be published with good effect, perhaps.

The admiral has been spending the last ten days with my friend Hamilton, which makes it not only pleasant, but convenient for me, as I still have a good deal of business of one kind or another to transact with him. I only got rid of the *Hartford* yesterday, having been much delayed by the paying off and disposing of the crew, my paymaster being very slow. By the by, if there is a reform wanted, it is in the matter of men's accounts. The paymaster settles the money part of them, and usually overlooks the rest. I could not discover from any paper when your men's times commenced. They claimed to be three-years men; but nothing more was mentioned than that their times expired at a certain date. Some of them thought that they were entitled to honorable discharges; but as there was nothing on record in their case, either here or in Washington, and I could not even find out whether they were three-years men, I had to refuse them.

Between the ship, which has occupied me all day, and the series of festivities through which I have gone, I have seldom been as much

occupied in my life. You, of course, will have seen in the papers that they have determined to raise a large sum of money for the admiral and he has, in addition, been treated with the utmost attention everywhere. On the 31st he escapes to Hastings for a little rest, and on the 4th goes to Washington, where I think of going with him, and if I do, will write and give you the news.

Your account of Palmer's various unsuccessful attempts to spell your name is rather amusing. It seems to me that the mistake could scarcely have been intended, however, and yet that he should have gone so much out of the way to misspell a not uncommon name is more than I can imagine. Mrs. Farragut is with the admiral, and they both desire their kind remembrances to you.

There is a talk of your ship being brought North, but I can not trace it to any very reliable source, nor have I heard anything about the commodore.

I am obliged to break off now, but will write again in a few days.

I am very much obliged for the various letters you have sent me, and trusting you have been quite well, I am, as always,

Most sincerely, yours,

P. DRAYTON.

Captain T. A. JENKINS,
U. S. S. Richmond, Mobile Bay.

Report of Captain Emmons, U. S. Navy, commanding Second Division, giving list of captures by the vessels of his command.

U. S. S. LACKAWANNA,
Off Galveston, Tex., December 29, 1864.

SIR: I have the honor to report the following captures made by the Second Division of the West Gulf Blockading Squadron, under my command, during the last month ending the year 1864, which have already been furnished to the commander in chief of this squadron.

Date.	Vessel.	Rig.	Cargo.	Captured by.	Commander.	Disposed of.
1864. Dec. 4	Hilligonda	Brig.	Assorted.	Pembina	Lt. Comdr. Maxwell.	Sent to New Orleans for adjudication.
4	Lowood	Schooner..	221 bales of cotton.	Choocura.	Lt. Comdr. R. W. Meade.	Do.
5	Julia	.....do.....	Iron, paper, medicines.	.....do.....	.....do.....	Do.
6	Lady Hurley.	.....do.....	Steel and medicines.	.....do.....	.....do.....	Do.
7	Alabama.	.....do.....	Cotton, etc.	Princess Royal.	Comdr. Woolsey..	Do.
8	Mary Ann	Sloop.....	.....do.....	Itasca	Lt. Comdr. Brown	Chased on shore and destroyed.
19	Cora	Schooner..	175 bales of cotton.	Princess Royal.	Comdr. Woolsey..	Sent to New Orleans for adjudication.
26	Belle	.....do.....	95 bales of cotton.	Virginia.	A. V. Lt. Brown..	Do.

December 28, small sailboat with 5 deserters from Galveston, including F. W. Stephens, a surgeon of the rebel Marine Department;

John Wern, carpenter of the *Bayou City*, steamer, and 3 privates of the rebel Army, which have been sent to New Orleans.

I have the honor to be, with great respect, your obedient servant,

GEORGE F. EMMONS,

Captain, Comdg. 2d Div. West Gulf Blockdg. Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Commandant Mound City Naval Station, transmitting report of Lieutenant-Colonel Branson, U. S. Army, regarding the blockade of Galveston.

NAVAL STATION, MOUND CITY, ILL.,

December 29, 1864.

SIR: I have the honor to enclose a letter signed by David Branson, Lieutenant-Colonel Sixty-second Regiment, U. S. Colored Infantry, en route from Brazos, Santiago, Tex.

This letter was sent on board of the receiving ship *Great Western*, at Cairo, in an envelope addressed to Acting Master Benj. Sebastian, commanding; the latter enclosed it to me. I returned the letter to Acting Master Sebastian, directing him to call upon the commanding military officer at Cairo, show him the letter, and ask him for any further information. The reply of Colonel Sprague of that post is herewith enclosed, as also the letter of Acting Master Sebastian.

It will be seen that the letter of Branson is addressed to the Adjutant-General U. S. Army, Washington. I have thought proper to enclose it to the Department, as it relates to the Navy.

I have the honor to be, sir, very respectfully,

JNO. W. LIVINGSTON,

Commodore, Commandant Naval Station.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure.]

HEADQUARTERS U. S. FORCES,

ON BOARD STEAMBOAT NIAGARA,

Cairo, Ill., December 24, 1864.

SIR: In accordance with General Orders, 276, War Department, Adjutant-General's Office, Washington, D. C., August 8, 1864, I have the honor to report that the steamboat *Niagara* left New Orleans, La., December 17, 1864, having on board Captain William M. De Hart, of Forty-sixth Indiana Veteran Infantry, and a detachment of 61 men, same regiment, lately paroled by the rebel authorities in Texas and sent to New Orleans, via Galveston.

There were no deaths on the route from New Orleans, La., and no one left in hospital. Four men were left at Memphis while on shore for rations. No other casualties. Paroled men of this detachment reported to me that it was common talk among the people at Galveston that officers of the blockading fleet off that place have frequently spent nights in dissipation on shore with disreputable characters and rebel officers; that the blockade running was freely allowed, and that heavy guns and munitions of war had been allowed to pass in

in vessels, in broad day, and that the guns were being sent to Red River fortifications.

The exact time of these alleged occurrences I could not ascertain, but report the matter as probably worthy of the investigation of the Navy Department.

Very respectfully, your obedient servant,

DAVID BRANSON,
*Lieut. Col. 62d Reg., U. S. Colored Infantry, en route from Brazos to
Santiago, Tex.*

ADJUTANT-GENERAL U. S. ARMY,
Washington, D. C.

*Report of Commodore Palmer, U. S. Navy, urging the appointment of a
naval officer as prize commissioner at New Orleans.*

No. 32.] NEW ORLEANS, December 31, 1864.

SIR: I have the honor to inform the Department that we are greatly in need of a naval officer here as prize commissioner. The interests of the Navy suffer in consequence.

The district attorney has urged upon me the necessity of such an appointment.

I am, sir, very respectfully, your obedient servant,

JAS. S. PALMER,
Commodore, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

*Report of Lieutenant-Commander Jouett, U. S. Navy, commanding
U. S. S. Metacomet, regarding the capture by that vessel of schooner
Sea Witch.*

U. S. S. METACOMET,
At Sea, December 31, 1864.

SIR: I have the honor to report that on the evening of the 31st instant, latitude $27^{\circ} 16' N.$, longitude $93^{\circ} 59' W.$, I boarded and took charge of the schooner *Sea Witch*, from Vera Cruz, bound to New Orleans, with a cargo of coffee and medicine. His papers are very imperfect, and from his cargo and position on the chart, with the winds he had, I consider him a blockade runner. I will detail the grounds upon which I seized him. I discovered him just 76 miles S. S. E. from Galveston, running under bare poles, a large topsail yard schooner, in latitude $28^{\circ} 10'' N.$, longitude $93^{\circ} 59'' W.$, wind N. W. by N. His course to South West Pass from where discovered was E. by N., which gave him a 10-point course to the river. If he had been running before the norther, say, all night, at 4 knots per hour, which would be sixteen hours— $16 \times 4 = 64$ miles—on a S. S. E. course, he must have been close to the land and in good anchorage under the land, as he says the *Seminole* boarded him. From near Galveston to the South West Pass the course is E. by S., a 12-point course, and yet to make good weather, he runs away from good anchorage and a weather shore S. S. E. I would also state the fact of his being so near

Galveston proved to me his intention to run in had he the opportunity. He is from Vera Cruz, bound to New Orleans. See the chart. From Vera Cruz to New Orleans is about a N. E. by N. course. On the 29th December, 5 p. m., strong wind S. S. W., at 6:11 p. m. wind S., at midnight S. by E. On the 30th, midnight, wind S. S. E.; from 4 to 8 a. m. wind S. S. W.; during the remainder of the 30th wind S. W. At midnight of the 30th wind shifted to the N. W. He goes 260 miles to the northward and westward, which, had he furled his sails, would have carried him direct to the South West Pass. He says he could not heave to. I wore this vessel during the gale, he hove to for me, and I boarded him in boats. He evidently ran south, with the intention of running back with the first south or east wind. What he is carrying medicine to New Orleans for, from Vera Cruz, I can not tell. I send her to New Orleans in charge of Acting Ensign James Brown and Acting Master's Mate J. K. Goodwin, with a prize crew and their accounts, to report to Commodore James S. Palmer; also sent to the district attorney the papers of the schooner.

Hoping that this may meet with your approval, I beg to remain, very respectfully, your obedient servant,

JAS. E. JOUETT,
Lieutenant-Commander.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Abstracts of log books, diaries, etc.

Abstract log of the U. S. S. Aroostook, Lieutenant-Commander Chester Hatfield, U. S. Navy, commanding.

February 15, 1864.—At 11 a. m. anchored off Caney Creek.

March 12.—Off Velasco. At 5:30 a. m. a sail reported bearing S. E. Got underway and went in chase. At 6:20 fired a howitzer; sent a boat in command of Acting Master S. V. Bennis and boarded her. He sent her captain and crew on board of us. She proved to be the schooner *Marron*. Put a prize crew on board. At 11:30 prize schooner got underway for Galveston.

March 14.—Off Galveston. The prize schooner hoisted her ensign at half-mast, union down, at 8:20 a. m. At 8:30 got underway and ran down to her; found she was leaking badly; made fast alongside, took all her cargo on board, consisting of salt and iron. Dismantled her of rigging, sails, and blocks. Took prize crew and captain and one man belonging to the schooner on board; sent carpenter on board the schooner, who cut a hole through her deck. Carpenter returned; cast off from schooner. At 2 p. m. fired 24-pounder into schooner, which caused her to fill and capsized, but not sink. At 4 got underway and destroyed schooner.

March 30.—At 10:30 a. m. Lieutenant-Commander Jos. S. Skerrett took command of the vessel.

May 30.—Off Galveston. At 4 a. m. running down in sight of the coast. At 9:50 commenced firing at a schooner lying in the canal, 6 miles from Velasco. Expended 6 rifle shell, 4 XI-inch shrapnel, 3 XI-inch shell, 10 24-pounder shell, and 2 24-pounder shrapnel. Most of the shell burst close to the schooner, the pieces apparently striking her.

June 7.—Off Galveston. At 1:55 a. m. saw a strange sail bearing E.; started in chase. Burned Coston night signal No. 9; went to quarters. At 2:20 commenced firing at the stranger, which proved to be a schooner standing into Galveston. Fired four 20-pounder rifle shell and six 24-pounder howitzer shell; in meantime burned another signal, No. 9, neither of which was answered. At or near 2:30 another gunboat in sight, supposed to be the *Penobscot*, who fired three shots at the chase. At 2:35, while the leadsman was giving 2½ fathoms, the ship struck, heading to the eastward at the time. Stood offshore, losing sight of the chase.

June 9.—At 4 a. m. saw a side-wheel steamer bearing N. N. W.; she was inside the bar and ran into Galveston.

June 25.—At 6:45 p. m., the bar at Rio Brazos bearing N. N. E., distant 6 miles, saw a strange sail bearing N. E. by N., which proved to be a schooner running in. Spread fires and made all sail in chase to cut her off, but she got under the fort before we got near enough to fire at her. At 7:30 she lowered sails and apparently anchored. Fired one XI-inch shell at her, being too dark to fire any more.

June 26.—At 9:30 the schooner, blockade runner, aground close in to the beach near the mouth of the river, with all sail set, trying to get off. From meridian to 4 p. m., blockade schooner still aground with all sail set. From 6 to 8 first cutter and gig's crew employed in fitting their boats for an expedition. At 9:10 a boat expedition left the ship in charge of Captain Skerrett. At 10:55 boats returned to the ship.

June 27.—At 8:30 a. m. saw a steamer come out to schooner aground; got underway and stood in. Beat to general quarters, and when in 4½ fathoms water opened fire, first shot striking 20 yards short of steamer, in line. Both rebel batteries immediately opened fire; the first shot, a rifle projectile, cutting away port main swifter and a boat spar on starboard side. The rest all fell short. Kept up a hot fire on the forts and schooner (after the first shot the steamer stood in and up the river), the shells from our XI-inch and 20-pounder bursting in and around the forts in the town and about the schooner. Expended 10 XI-inch 20-second shell, 5 XI-inch 15-second shell, and 17 20-pounder rifle shell. The firing good. At 10:15 saw two strange sails bearing S.; made all sail and stood for them. Found one to be U. S. transport steamer *Thomas Scott* and the other the schooner *Brazos*, under English colors, papers correct.

July 8.—At 5 a. m. discovered two gunboats, the *Kanawha* and *Penguin*, bearing N. W., and a strange steamer burning black smoke. At 5:10 the gunboats commenced firing on the strange steamer and kept firing at intervals. At 6 an expedition of three boats left the *Penguin*, and at 6:15 the boats boarded and fired the stranger. At 6:20 went to general quarters. At 6:25 came within 5-second range and began firing. Expended 5 XI-inch 5-second shell, 3 XI-inch 5-second shrapnel, 6 20-pounder Parrott percussion shell, 6 24-pounder howitzer shell, 1 24-pounder howitzer shrapnel, 8 15-pound and 6 2-pound charges. At 7:15 stopped firing and stood N. E. by E. for the fleet off Galveston.

NOTE.—The strange steamer was supposed to be the rebel blockade runner *Matagorda*, loaded with cotton. She was fired by incendiary shells fired from the *Kanawha*. The firing from this vessel was directed at the steamer and the sharpshooters secreted on shore.

When this vessel left the scene (about 7 miles N. and E. of San Luis Pass) the *Matagorda* was in a complete state of conflagration.

September 30.—At 5 a. m. got underway to get out of range of rebel battery. At 5:25 strange sail reported bearing S. We stood in chase of the stranger. Made boat code signals 7662. Made stranger to be a steamer burning black smoke. Flagship not answering our signals, at 5:30 fired 24-pounder howitzer; no answer. At an interval of three minutes fired another 24-pounder howitzer; no answer. At interval of five minutes fired XI-inch gun; flagship answered. *Bienville* got underway and stood after stranger. At 5:45 opened magazine and reloaded XI-inch gun and howitzers. At 6:55 set jib and staysail. At 7:05 took in jib and staysail. At 7:20 wind hauled S. W. $\frac{1}{2}$ W.; made all sail. At 8 *Bienville* off our port beam. Strange sail in sight from the deck, steaming to windward. At 8:30 *Bienville* came up with us; made signals to her. Saw a gunboat bearing W. and standing to southward. At 11 lost sight of the chase, *Bienville* gaining on her. At 1:30 p. m. set fore-and-aft sails, *Bienville* at the same time commenced firing at the chase at intervals until 2. At 2:45 lost sight of the *Bienville*.

October 1.—Came to anchor off Galveston.

November 9.—At 4 p. m. fired the 20-pounder gun, which brought to the British schooner *William Hogan*. Expended one rifle 20-pounder shell and one 2-pound cartridge.

November 10.—Off the Rio Grande. At 1:50 p. m. heard the report of guns and saw the smoke at Boca Chica; spread fires and got underway and stood N. N. W. Got close to our troops, but seeing no need of assistance, returned to our station.

November 18.—Off Galveston. In company with the *Bienville* gave chase to a strange steamer. Proved to be an army transport steamer.

Abstract log of the U. S. S. Brooklyn, Captain James Alden, U. S. Navy, commanding.

April 14, 1864.—At 1 p. m. went into commission, Captain Alden assuming command, the following officers attached to the ship being present: Lieutenant-Commander E. P. Lull, executive officer; Lieutenant Thomas L. Swann, ordnance officer; Lieutenant C. F. Blake, Acting Ensign C. H. Pendleton, Acting Ensign John Utter, Surgeon George Maulsby, Assistant Surgeon Heber Smith, Paymaster G. E. Thornton, Chief Engineer Mortimer Kellogg, Captain Marines G. Porter Houston, Second Assistant Engineers John D. Toppin, David Hardie, Haviland Barstow, George E. Tower, Third Assistant Engineers F. C. Goodwin, W. H. De Hart, J. A. Bullard, Acting Third Assistant Engineer H. H. Arthur, Boatswain Charles A. Bragdon, Gunner Thomas S. Cassidy, Carpenter Robert G. Thomas, Sailmaker Daniel C. Brayton, Master's Mates Fred. C. Duncan, A. L. Stevens, W. H. Cook, Henry Webb, Captain's Clerk Robert D. Bogart, Paymaster's Clerk Alfred E. Baker, Paymaster's Steward John Parker, Surgeon's Steward Charles Jackson.

July 31.—Off Mobile Bay. At daylight black smoke in sight and bearing W. S. W. At 10 a. m. called all hands to muster and read Articles of War. 10:30 held divine service. At 2:40 p. m. a sail reported bearing W. proved to be the *Tennessee*. At 4 *Tennessee*

arrived, also the *Genesee*, with a merchant bark in tow. From 4 to 6 p. m.: The *Estrella*, having in tow a brig, came in from eastward. Monitor (double-turret) arrived from westward and went inside Sand Island.

August 1.—At 12:30 p. m. loosed sail. U. S. S. *Metacomet* and an ironclad arrived.

August 2.—From 8 to meridian: Exercised marine guard and second division at small arms, first division at great guns. Gunner's gang engaged filling shell. Got armor plate in foretop.

August 3.—8 to meridian: Got IX-inch guns off forecastle and mounted a 100-pounder rifle in place of them. At 7:30 p. m. heard heavy and continued firing from the westward. From 8 to midnight, heavy firing heard inshore to northward and westward.

August 4.—At 7:10 a. m. sail reported to northward and eastward. Received on board from *Philippi* one 12-pounder howitzer, with boat and gun carriage complete, also ammunition. At 9 a. m. went to quarters, drew old charges, and reloaded with 10-second shell. Sent ammunition into tops. At 11:30 the *Chickasaw* commenced to shell Fort Gaines. Rigging torpedo fender. From 4 to 6 p. m.: U. S. S. *Bienville* arrived eastward, having in tow monitor *Tecumseh*.

August 5.—At 3 a. m. called all hands. At 5 the *Octorara* came alongside. Lashed her to our port side. At 5:15 called all hands up anchor. Hove up the anchor and took our station as leading ship of the line; the monitors standing out from Sand Island. At 5:40 beat to quarters for general action. Made every preparation for meeting the enemy. At 6, heading up the channel, followed by rest of the fleet, the *Hartford* directly astern of us and the ironclads off our starboard bow. At 6:50 first shot fired by the enemy at this ship; immediately replied to by our bow chaser, a 100-pounder Parrott, which commenced the engagement. At 7:20 fairly abreast of fort under a sharp fire. Rebel ram *Tennessee*, with their gunboats, opened fire on us. Cast off the *Octorara*. The fort and batteries well silenced. At 7:25 ironclad *Tecumseh* was sunk almost instantaneously by a torpedo. Rebel ram making for us. Backed the ship clear of two buoys, evidently attached to torpedoes, there being also but 16 or 17 feet of water. The flagship at this instant sheered under our port beam and stood up the bay, giving the ram a broadside in passing. Ram next made for our bow, then sheered off, giving us a broadside and receiving ours; passed our beam and attempted to ram our stern. Fired our stern chasers at her, and stood after the *Hartford*, which had anchored by this time out of range. Rebel gunboats firing at us at long range from shoal water. At 8:05 came to with port anchor abreast of the *Hartford*, veered to 12 fathoms chain, the rest of the fleet following up after us.—THOMAS L. SWANN, *Lieutenant and Master*. From 8 to meridian: Wind light from southward and westward. At 8:35 beat retreat from quarters. At 9:10 hove up the anchor and stood for the ram *Tennessee*, then making for the fleet. At 9:15 opened fire upon her with solid shot from our 100-pounder Parrott. The *Monongahela* and *Lackawanna* ran into the ram, the latter at full speed. The *Hartford* then ran at her and gave her broadside. The ram then made for our bow. Put the helm apart and made for her at full speed. *Tennessee* being distant about 300 yards at this instant, caught sight of our torpedo catcher and, supposing it was a torpedo for them, she put her helm hard up and ran

past our starboard beam for our quarter, giving and taking a broad-side or so. One of our shot at this instant carried away her smoke-stack. Foiled her in her attempt to ram our stern. Started ahead fast and winded ship to make for her again. By this time our iron-clads fairly engaged her, and shortly afterwards she surrendered. At 10:10 came to again with port anchor in 3 fathoms water and veered to 12 fathoms chain. The *Metacomet* standing for the fleet with her prize, the *Selma*, in tow. Beat the retreat for quarters, after securing the battery and clearing up the wreck. Lost during the action 11 killed and 43 wounded.—THOMAS L. SWANN, *Lieutenant and Master*. The ship was struck about forty times, twenty-five of which hulled us. Heaviest shots from the ram. The chief injuries as follows: Of hull, spars, rigging. A number of knees carried away on berth deck, the cutwater badly damaged, mainmast badly wounded, as was the main yard and fore-topsail yard, which was cut nearly in two. Port main stay, bobstays, jib martingale stay, four shrouds of starboard main, two of the fore, and one of the mizzen cut away. Starboard maintopmast rigging pretty well cut up, starboard sheet anchor and starboard bower chain cut in two. Two guns disabled and all of the boats, except two, either cut to pieces or disabled. Running gear, of course, cut in numerous places.—THOMAS L. SWANN, *Lieutenant and Master*. From 12 to 4 p. m.: Several vessels shelling Fort Powell. Received on board 22 prisoners from rebel prize ram *Tennessee*. During watch flagship made full signals, viz: "Send medical officers here on-board; captain repair on board; send wounded to *Metacomet*."—C. D. SIGSBEE. From 4 to 6 p. m.: Sent wounded men to *Metacomet*. Received 6 men, prisoners, from *Selma*. New Orleans monitor engaged Fort Gaines. Wind southward, force 2, weather b. c.—C. H. PENDLETON. From 6 to 8 p. m.: Wind S. W., force 2, weather b. c. Received on board a small ship's galley. Sent on board the prize steamer *Selma* Bernard Kelley, Patrick Tiernan, Michael Judge, John Shaughnessey, George W. Cannon; and one third assistant engineer and two firemen to the *Tennessee*. At 8 went to quarters for inspection.—JOHN UTTER.

August 6.—At 4:50 a. m. discovered a vessel on fire at Fort Powell. At 7:10 the stars and stripes were hoisted from Fort Powell, it having been evacuated during the night.

August 7.—At 6 a. m. a boat bearing flag of truce left the *Hartford* to communicate with one from Fort Gaines. Our boat returned with two officers. The rebel boat soon after went alongside the flagship. At 7:30 they left for Fort Gaines. A large fire to N. N. W. At 10:15 a. m. went to quarters for inspection. At 10:45 called all hands to muster; had church service; read a general order from Admiral Farragut. From 6 to 8 p. m.: *Metacomet* left under a flag of truce for Fort Gaines.

August 8.—At 9:45 a. m. American flag hoisted on Fort Gaines. From meridian to 4 p. m.: Two army steamers came into the bay near Fort Gaines.

August 9.—At 8:30 a. m. sent to *Octorara*, for the purpose of landing troops, second whaleboat, in charge of Acting Ensign Douglas Cassel, which relieved third whaleboat, in charge of Master's Mate Duncan. At 9 loosed sail with fleet. *Conemaugh* stood in toward Navy Cove with boats in tow, accompanied by *Metacomet*, army transport, monitor *Manhattan*, *Monongahela*, *Lackawanna*, *Itasca*,

and monitor, shelling Fort Morgan. Morgan replied several times. Got first cutter overboard. From 12 to 4 p. m.: Vessels shelling Fort Morgan. The flagship *Richmond*, *Seminole*, and *Ossipee* anchored near Fort Morgan. At 4:15 p. m. the *Hartford*, *Richmond*, and *Ossipee* got underway and stood in near Fort Morgan.

August 13.---From 4 to 8 a. m.: The enemy burning buildings near Fort Morgan. From meridian to 4 p. m.: Lieutenant-Commander Lull and Second Assistant Engineer J. D. Toppin were detached from this vessel and ordered to the *Tennessee*, the former to command the ram. From 4 to 6: Ironclads shelling Fort Morgan. From 6 to 8 p. m.: Monitors bombarding Fort Morgan.

August 14.---From 4 to 8 a. m.: Monitors firing at Fort Morgan. From 8 to midnight: Monitors occasionally firing at Fort Morgan.

August 15.---From 4 to 8 a. m.: Monitors firing at Fort Morgan, flagship signalized.

August 16.---At 8 p. m. the monitors opened on Fort Morgan. From 8 to midnight: Monitors engaging Fort Morgan.

August 18.---From 8 to midnight: Fort Morgan firing a few shells toward our batteries.

August 19.---From 4 to 8 a. m.: Monitor *Manhattan* fired several shots at Fort Morgan.

August 20.---At 7:10 a. m. a squall struck the ship, causing her to drag foul of the *Ossipee*, damaging second whaleboat and barge and carrying away starboard main brace. From 8 to midnight: Several shots exchanged between land batteries and Fort Morgan.

August 21.---Captain inspected the ship at 10:15 a. m. Sent on shore 100 IX-inch shell, 108 charges, and 400 primers. From meridian to 4 p. m.: Sent boat to the *Rodolph* with equipments for guns for Battery Grant.

August 22.---At 4:30 a. m. got up anchor and stood toward Fort Morgan and opened fire with our two 100-pounder rifles. At 9 ceased firing. At 9:30 resumed our former position. Heavy firing from monitors and shore batteries. From meridian to 4 p. m.: Gunboats and land batteries firing at Fort Morgan. Flagship made signal "*Bermuda goes to Pensacola to-morrow;*" also, "*Send boat for letters.*" From 4 to 6 p. m.: Continued firing from monitors and land batteries at Fort Morgan. From 8 to midnight: Large fire on Fort Morgan during whole watch. Heavy firing.

August 23.---At 6:30 a. m. a white flag was displayed at Fort Morgan. The *Winnebago* and *Laura* moved up and communicated with the fort. Lieutenant C. F. Blake and P. McGowan, invalids, left the ship for Pensacola. At 2 p. m. Fort Morgan surrendered, the Union flag was unfurled from the ramparts, and the fleet fired a salute. At 2:30 the *Tennessee*, *Bienville*, *Port Royal*, and *Sebago* stood in by the fort.

August 25.---At 9:45 a. m. got underway and stood down into Navy Cove; came to anchor in 7 fathoms water with port anchor. Getting chain off side. Sent first cutter in to assist in embarking guns. Officers visited Fort Morgan. Meridian to 4 p. m.: Crew engaged in getting chain from ship's side and a party on shore getting guns ready for coming off. Hoisted in first cutter. At 5 sent third whaleboat to *Metacombet* with Dr. [Heber] Smith. At 5:30 landing party returned. From 6 to 8 p. m. received wounded men from *Metacombet* and *Seminole*. From 8 to midnight received on board wounded men, three of

whom died during the watch. Surgeons attending the wounded. The following casualties occurred by the explosion of one of the enemy's torpedoes: Died during the night, John Miller, seaman; Robert G. White, seaman; Isaac Young, ordinary seaman; George Thompson, seaman. The following survivors are now in my charge on passage to Pensacola on board this ship: Charles Miller, boatswain; Henry Chester, seaman; John White, acting ensign; Henry J. O'Brien, seaman; William Howard, landsman; James McDonald, seaman; Martin Freeman, pilot.—J. C. PALMER, *Fleet Surgeon*.

August 26.—At 3 a. m. sent a party in charge of Mr. Quevedo to bring two guns off from shore. At 8:30 a. m. got underway and stood out to sea. At 10:30 all hands were called to bury the dead. The burial service was read by Lieutenant Swann, and the remains of the following men were consigned to the deep: Robert G. White, John Miller, George Thompson, and Isaac Young. At 4:45 p. m. came to anchor in Pensacola Harbor. Sent wounded men on shore.

 Abstract log of the U. S. ironclad Chickasaw, Lieutenant-Commander George H. Perkins, U. S. Navy, commanding.

August 5, 1864—Mobile Bay.—4 a. m. to 8 p. m.: Weather cloudy, with a moderate breeze from southward and westward. At 6:15 a. m. got underway and immediately afterwards beat to general quarters and took our position on the right of the line and astern of the *Winnebago*. Passed the fort, shelling rapidly the batteries, and apparently with good effect. At 7:07 the enemy struck the vessel on the starboard side near the after turret. At 7:10 opened fire from this vessel. After passing the fort we passed up with the rest of the fleet, and while steaming toward the flagship were hailed by Fleet Surgeon Palmer in the steam launch *Loyall*, who gave us a verbal order from the admiral to encounter the ram *Tennessee*. Steam being low on account of the injuries to the smokestack by the enemy, tallow and coal tar were put into the furnaces, and we made rapidly for the ram. Immediately after the *Hartford* gave the ram her broadside, and about 9:10 we closed with the ram, firing rapidly at her with steel and solid iron shot, and at times within a few yards of her, and at no time over 50 yards distant, ram passing on our port side and receiving our fire as she passed. Shot away the enemy's flagstaff and smokestack and soon afterwards her steering gear, which forced the enemy to stop. We opened our shot into the stern of the enemy, nearly all of which took effect, when she hoisted the white flag at 10:40. The steamer *Ossipee*, some distance astern, rapidly approached, and owing to our boats being lashed alongside and everything stowed away, succeeded in boarding her first, and some twenty or thirty minutes afterwards hoisted the American ensign. Took the ram in tow and anchored her under the stern of the *Hartford* and then came to anchor near the flagship. Expended on Fort Morgan 75 5-second shell. Expended on the ram *Tennessee* 48 solid shot and 4 steel shot. Vessel struck 11 times, one of which broke the deck and set fire to the hammocks below. At 2:45 p. m. got underway, and at 2:50 went to general quarters and stood within 350 yards of Fort Powell, taking the barge *Ingomar*, with shovels, pickaxes, and wheelbarrows on board. Fort

opened on us and struck us once in the smokestack. We opened fire on the fort and expended 25 5-second shell, after which returned to our anchorage, bringing with us the *Ingomar*. At 8 p. m. set armed watch.—WILLIAM HAMILTON, *Acting Volunteer Lieutenant and Executive Officer*.

August 6.—At 2 a. m. fire seen at Fort Powell. 8 to meridian: Got underway at 4:45 and proceeded up Mobile Bay to Fort Powell; lay to about 100 yards from the fort; called away the gig; Captain Perkins went to the fort. At 2 p. m. got underway and stood over to Dauphin Island for the purpose of communicating with General Granger; received no answer to our signals; stood down the island and opened fire on Fort Gaines at about 2,000 yards distant; light breeze from the S. W. From 4 to 6 p. m. fired 15 5-second and 16 10-second shells, most of which fell within the fort; fort opened fire, shot falling near the vessel without striking us. Hauled off at 5 p. m. and came to anchor in 2½ fathoms water, veered to 7 fathoms chain.

August 9.—At 6:30 a. m. came to anchor off Pilot Town. At 7 sent the launch ashore. Dispatched the gig in chase of a boat running up the bay. At 9 a. m. gig returned with boat and three prisoners. Prisoners were sent to the flagship. Launch returned with captured sloop, belonging to Hodge & Flint, of Mobile; also one prisoner (Moore), a pilot, who was also sent to flagship.

August 13.—Meridian to 4 p. m.: Ram *Tennessee* opened fire on Fort Morgan. At 2:20 sharp firing on both sides. At 5:35 p. m. opened fire on Fort Morgan. At 6:25 ceased firing and dropped out of range and came to anchor. Expended 15 shell. At 11 p. m. hove up anchor and commenced firing 15-second shell half hourly at Fort Morgan. Expended two shell.

August 14.—Midnight to 4 a. m.: *Manhattan*, *Winnebago*, and *Chickasaw* fired alternately every thirty minutes on Fort Morgan. *Chickasaw* hauled off at 1 a. m. At 6:30 a. m. opened fire on Fort Morgan, firing every fifteen minutes. At 7:30 ceased firing, dropped out of range and came to anchor. From 4 to 6 p. m.: *Winnebago* weighed anchor. At 4:30 opened fire on Fort Morgan, firing every half hour. At 5:55 the *Winnebago* shot away the enemy's flag at Fort Morgan. At 6:45 got underway and opened fire on Fort Morgan. At 7:20 ceased firing. Expended three shell. From 8 to midnight: Fired five shots at intervals until 11:15 p. m., when we raised anchor and dropped down several hundred yards and came to anchor for the night.

August 15.—At 11 a. m. a signal officer and two men reported aboard for signal duty. Proceeded up Mobile Bay. At 3 p. m. cleared ship for action; received pilot from the *Metacomet*. At 3:30 and 3:35 fired a 10-second and 15-second shell from the forward turret at the rebel steamer *Morgan*. At 3:45 and 4 p. m., fired 2 15-second shell at the ram lying at anchor in Choctaw Pass. From 4 to 6 p. m.: Fired 4 15-second shell at the rebel ram. At 5:30 came to anchor in Spanish Channel.

August 16.—From 4 to 6 p. m.: Sent gig in chase of a small boat; gig was fired upon from shore; sent launch ashore, armed, Lieutenant Hamilton in charge. Launchers opened fire on the enemy, causing the enemy to retreat. From 6 to 8 p. m.: The gig and launch returned at 7:15 without the boat. James Rose, one of the gig's crew, was wounded in the arm by a Minié ball.

August 17.—At 6 p. m. weighed anchor and stood over to the west shore. Seeing the rebel rams were moving, beat to quarters, cleared ship for action. As they made no further demonstrations, beat the retreat and came to anchor.

August 22.—From 8 to meridian: At anchor within 1,300 yards of Fort Morgan, firing from both turrets. Weighed anchor and veered within 1,100 yards range. At 10 a. m. rounded to and hauled out of range. Shell expended, 29 5-second, 27 10-second, 2 15-second, 75 percussion primers. At 6 p. m. commenced firing upon Fort Morgan. After being at quarters one hour withdrew. Expended 22 5-second shell.

August 23.—From 4 to 8 a. m.: Fort Morgan put up a flag of truce. Sent boat with Lieutenant Hamilton ashore. Captain Perkins went on shore. General Granger and Lieutenant Watson, with General Page, are negotiating terms of surrender.

Abstract log of the U. S. S. *Conomaugh*, Lieutenant-Commander J. C. P. de Kraft, U. S. Navy, commanding.

July 1, 1864.—Mississippi Sound. At 1:45 p. m. came to anchor off east end of Petit Bois. At 3:45 *Buckthorn* arrived from Horn Island and anchored near us. At 5 dispatched 12 armed men in charge of an officer to report to Lieutenant Godfrey, commanding the *Buckthorn*, for special duty. The *Buckthorn* weighed anchor and proceeded down the sound to intercept two armed rebel launches said to be at or near Mississippi City.

July 2.—At 4:45 a. m. weighed anchor and proceeded to Horn Island Pass, where we anchored at 5:45. At 9 a. m. the *Buckthorn* returned from special duty and communicated, passing to the eastward. Party detailed for duty on her returned on board. At 9:30 weighed anchor and proceeded to the east end of Petit Bois, where we came to in 15 fathoms water. Heavy cannonading in the direction of Fort Morgan throughout the afternoon.

July 3.—From 2 to 4 a. m.: Brisk cannonading in the direction of Fort Morgan. From 8 to meridian: Cannonade in the direction of Fort Morgan continued at intervals.

July 8.—From 4 to 8 a. m.: The *Cowslip* bore down to communicate. Immediately dispatched her to the relief of a skiff seen approaching the ship from the mainland. At 7:15 she returned with two refugees found in the boat. At 9 a. m. sent refugees in charge of an officer to the beach of Dauphin Island, where they were turned over to the *Metacomet* for passage to the admiral. At 8:30 p. m. observed a moving light E. by N., and at once weighed anchor and stood E. N. E. to reconnoiter. Having made the light to be a steamer outside, standing to the westward, returned to our station and anchored.

July 10.—At 7 a. m. discovered a strange vessel ashore near Fort Morgan, and one of our squadron moving up within range. At 7:30 two more had moved up and all three were evidently shelling the stranger. From 8 to meridian: The bombardment of the stranger off Fort Morgan maintained throughout the watch. At 2 p. m. the vessels engaged bombarding discontinued the action and were withdrawn. At 4:40 rebel steamer passed Fort Morgan and communicated with

stranger. Two of our squadron standing in to intercept her, she returned to cover of the fort, when our vessels returned to their anchorage.

July 11.—From 9 to 11 a. m.: The *Galena* evidently shelling the stranded steamer under Fort Morgan. From meridian to 4 p. m.: Vessels of the fleet evidently engaged with Fort Morgan.

July 13.—At 8 p. m. sent a picket boat, fully armed, with an officer in charge, to cruise or lie E. N. E., three-fourths of a mile distant.

July 29.—From 8 to meridian: At 9:30 called away the first and second cutters for exercise. Sent the whaleboat, armed, in charge of an officer, to examine a strange sail or boat seen N. W. At 10:40 weighed and stood to N. W., recalling the boats. Having observed the *Narcissus* in possession of the stranger, we returned to our station at 11:20, Horn Island W. $\frac{1}{4}$ S. and east end of Petit Bois E. $\frac{1}{2}$ S. At 12:15 p. m. the *Narcissus* arrived with three persons, refugees, found in the strange boat above mentioned. At 12:30 a boat from the *Jackson* arrived with two additional refugees. At 12:45 sent *Narcissus* to examine strange sail to westward. She returned with stranger in tow.

July 30.—At 6 a. m. a small sloop boat arrived, prize to the *Narcissus*.

August 2, 1864.—At 9:15 a. m. the steamer *Laura*, having Major-General Granger and staff on board, arrived and anchored. Sent a boat in charge of an officer and towed off all the serviceable boats (three) from the beach. At 11:10 Lieutenant Harris, of the U. S. Signal Corps, with assistant, came on board and reported for duty. At 11:55 the *Laura* proceeded up the sound to reconnoiter.

August 3.—At 2:10 a. m. the transport *St. Charles* and a barge with troops in convoy came to anchor near us. At 8:20 the *Narcissus*, in charge of our pilot (John Robinson), proceeded up the sound to select a landing place for troops. At 1:35 p. m. the *Narcissus* returned and communicated. Lieutenant Hallett and two assistants, of the U. S. Signal Corps, reported on board for duty. At 2:40 weighed anchor and proceeded up the sound, followed by the *Jackson*, *Estrella*, *Stockdale*, *Bohio*, and all the army transports. At 4 came to with starboard anchor in 10 feet and veered to 15 fathoms. Prepared seven boats to assist in landing troops. At 5:15 p. m. dispatched all boats to assist in debarkation of troops, the transports having arrived at the proper point. At 6:30 the *Jackson* proceeded up the sound to cover the advance of the attacking column. All boats from the fleet engaged in the debarkation. Sent boat with an officer to communicate with the *Jackson*. At 7:20 the captain returned from shore. At midnight all boats returned, having landed all the troops and their baggage, rations, and field batteries on Dauphin Island, the *Jackson* shelling the woods to clear advance for the troops, which took position under their cover.

August 4.—At 10:30 a. m. one of the monitors moved up and commenced shelling Fort Gaines. Meridian to 4 p. m.: Occasional shots exchanged between Fort Gaines and one of the monitors. At 4:30 p. m. two army transports arrived with troops.

August 5.—From midnight to 4 a. m.: Weather as per column (b. c.). At 3:30 a. m. a Coston signal was burned in the fleet. Engines, boilers, fires, and fire apparatus reported in proper order. At 4:45 made general signal. Bent a kedge to be used as stern anchor if

required. At 5:45 *Narcissus*, from her station, anchored near us. At 5:45 fleet off Mobile weighed and bore up for the bay, crossing the bar at 6:30, one of the monitors delivering the first fire, the fleet proceeding slowly up the channel. At 7:10 Fort Morgan opened upon the fleet and the action immediately became general. All the remaining army transports underway and standing to the westward. At 8 a. m. weighed anchor and, accompanied by the *Jackson*, *Estrella*, *Stockdale*, and *Narcissus*, moved up toward Fort Powell, on which we opened fire from 100-pounder rifle pivot at about 4,000 yards, the other vessels taking position and joining in the action about the same time. At 8:32 the fort opened in reply, maintaining a brisk fire until 10 a. m., when it ceased and we hauled off slightly. Came to with port anchor in 9 feet water, having discovered the enemy evacuating the fort, leaving only about a dozen men in the work, the fort bearing N. E. $\frac{1}{2}$ E., distant $1\frac{1}{2}$ miles. Communicated with vessels of sound squadron, assigning them permanent positions, and again moved up, dropping an anchor under foot in 9 feet water and reopening fire upon the fort. At 12 ceased firing, the fort failing to respond to our last attack. Forty-three shells expended, to wit: 32 percussion, 5 30-second time fuze, 5 25-second, and 1 20-second. At 11:15 the *Glasgow*, from New Orleans, arrived and communicated, having Lieutenant-Commander Franklin as passenger. At noon, the fleet evidently victorious, seemed to have come to anchor about 2 miles E. N. E. of the north end of Little Dauphin. At 12:30 p. m. made signal. All firing ceased and vessels of the sound squadron came to anchor. At 3:30 a monitor from the fleet approaching Fort Powell, took in tow a barge moored near the fort, which opened with one gun; the monitor promptly responding from her after turret and proceeding with her prize. From 4 to 6 p. m.: Monitor having towed the barge a short distance, anchored her and, returning, opened fire upon the fort at short range, planting every shell, with two or three exceptions, fairly in the work, which responded with three guns only, until 5:40, when the monitor again took the barge in tow and returned to the fleet. At 6:30 p. m. Captain de Krafft, accompanied by Lieutenant-Commander Franklin and the ship's pilot, left the ship to communicate with the admiral and deliver the mails to the squadron. At 7 Lieutenant Harris and the assistants of the U. S. Signal Corps left the ship for Dauphin Island. At 7:20 heavy smoke in the direction of Fort Gaines. At 9:30 two rockets seen over Dauphin Island. At 11 a heavy explosion was heard bearing N. E., which proved to be the destruction of Fort Powell, which work was blown up and entirely destroyed by the rebels.

August 6.—At 12:45 a. m. Lieutenant-Commander de Krafft returned from the fleet inside. At 3 heavy firing in the direction of Mobile. At 5 fire broke out in the ruins of Fort Powell. At 6 the *Metacomet* went to sea under a flag of truce. At 7:10 a boat's crew from the *Estrella* ran up the flag of our Union over Fort Powell. At 10 picked up buoy and boat previously moored to be used as range during the action of yesterday. At 3:30 p. m. heavy cannonading in the direction of Fort Gaines. At 4:20 the *Stockdale* reported the *Estrella* ashore on her anchor with a hole through her bottom; she returned to the fort. Firing at Fort Gaines ceased. At 4:45 prize gunboat *Selma* from the fleet landed a force of marines at Fort Powell to occupy the ruins.

August 7.—At 2 a. m. heavy fire raging in the direction of Mobile. At 6 p. m. observed a small skiff approaching the ship from the northward. Sent a boat in charge of an officer, who boarded her and returned, bringing a negro refugee, who reported himself as from General Bradford's salt works on the north shore. Captain de Krafft returned from the fleet, having intelligence of the surrender of Fort Gaines to Admiral D. G. Farragut.

August 12.—At 9:30 a. m. Captain de Krafft, accompanied by a pilot and 10 men, in charge of an officer, left the ship, and, boarding the *Narcissus*, proceeded up the sound in her to buoy out Grant's Pass.

August 13.—At 3:14 p. m. Fort Morgan shelling our monitors. Captain de Krafft and all boats returned; *Narcissus* anchored near us. From 8 to midnight: Occasional firing in the direction of Fort Morgan.

August 23.—At 5 a. m. weighed anchor and stood out to sea.

August 24.—At 9 a. m. came to anchor abreast of Lafayette street, New Orleans.

Abstract log of the U. S. S. *Cowslip*, Acting Ensign E. Canfield, U. S. Navy, commanding.

April 14, 1864.—Mississippi Sound. From 12 meridian to 4 p. m.: At 1:30 p. m. let go from the *Sebago* and started on a cruise up the north shore. At 3 saw a sloop boat under the land; fired a shot from the 30-pounder Parrott and brought her alongside. She proved to be a sloop loaded with corn and meal from Mobile, bound to Biloxi. Nelson Beck and Jack Feirs were on board of her; took her cargo on board and took the sloop in tow and steamed ahead on our cruise. At 5 came to anchor.

April 15.—At 8:30 p. m. came to anchor off Pascagoula. At 8:45 got underway; chased and captured a sailboat containing 5 rebels, 3 of them soldiers. At 9:30 came to anchor off Pascagoula.

April 17.—At 2:30 p. m. saw four mules on the beach; saw also some of the enemy trying to capture them. Let go of *Sebago* and steamed up for the persons on the beach. Fired two shots from 30-pounder Parrott. *Sebago* and *Narcissus* sent boats to capture the mules, but had to shoot them, being unable to capture them; went to the *Sebago* and made fast. At 5:30 p. m. took two sloop boats in tow and left the *Sebago* for Petit Bois Island. At 6:30 came to anchor off the island and towed one of the boats ashore and hauled her up. Attempted to tow the other, but could not, owing to the high wind. Called back all boats and made fast sloop astern. At 8:45 got underway and steamed toward the north shore. At 11 came to anchor.

April 18.—At 5 a. m. hove up anchor and stood toward Petit Bois Island. At 9 took sloop boat ashore and hauled her up on the beach. At 1:30 p. m. made fast to the *Albatross's* stern; a boat came alongside with a mail and dispatches. At 2:30 let go the *Albatross* and went inside to the *Sebago*; made fast to her and received on board 3 rebel soldiers and 4 men, captured while attempting to run the blockade. At 3 let go the *Sebago* and steamed toward Ship Island. At 8:30 sent prisoners on board the *Vincennes*.

April 20.—At 5:20 a. m. made fast to a wharf at Mississippi City. At 10 Captain Canfield communicated with the enemy under a flag of truce.

May 9, 1864.—At 1:30 p. m. came to anchor near the *Port Royal*; captain went on board and returned. At 3:30 Captain Morris came on board. At 3:50 got underway and proceeded up toward Fort Powell on a reconnoissance. At 4:30 p. m. came to anchor. At 4:35 Captain Morris and Captain Canfield went up toward the fort in a boat, and on returning to this steamer the rebels fired a shot at us which went high over our heads. Boat came alongside. At 5:10 got underway and proceeded toward the *Port Royal* and anchored. At 9:30 the *Port Royal* ordered us to get underway and overhaul a light down the sound. Called all hands to quarters. It proved to be a light on the north shore, probably the enemy's salt works. Came to anchor with light bearing N. W. At 11:45 saw a signal rocket, supposed from the *Port Royal*; got underway and proceeded toward her.

May 24.—Lieutenant-Commander Fitzhugh, steward, and gig's crew came aboard.

May 26.—At 10:30 a. m. the captain of the *Buckthorn* left the ship; we got underway and proceeded toward the Point of Pines [aux Pins] to reconnoiter after salt works. Saw a small sloop boat in-shore with three men in it; seeing us they got underway and ran up a small creek. From 4 to 8 p. m.: Saw the *Sebago* coming up from the westward. Got underway and proceeded toward her; made fast to her stern. Lieutenant-Commander Fitzhugh left the ship and went on board of her.

May 29.—At 4:15 a. m. made a sloop boat to the eastward. Got underway, called all hands to quarters. Fired one 10-inch shell from rifled gun. The boat came alongside; she proved to be the *Last Push*, commanded by William Holley; the following persons were on board: N. B. Folwell, Charles Anderson, and Francis Schrandler, bound to Biloxi from Mobile, with a cargo of bags of corn. Saw a sail outside Petit Bois Island; stood toward Horn Island Pass. At 7 spoke the *Glasgow*; executive officer went on board. From 8 to meridian: Took the schooner *Martha* (light-house tender) in tow and proceeded to Grant's Pass. At 10:30 let go from schooner; she anchored. We steamed ahead and anchored near the *Sebago*; captain reported on board with prisoners. At 5 p. m. came to anchor off Petit Bois Spit, lowered boat, towed sloop ashore, and hauled her up on the beach.

June 1.—At 3:30 p. m. fitted out an expedition to go up the bay of Biloxi for the purpose of capturing boats, consisting of the following boats: Our first cutter, with Captains Fitzhugh and Canfield, and *Vincennes'* launch, in charge of Acting Master Billings. Captain Jones, of *Narcissus*, with his first cutter, left the ship and stood over toward Biloxi City in pursuit of a boat. At 9:45 p. m. first cutter returned with Captains Fitzhugh and Canfield. At 10, *Vincennes'* launch returned, bringing a sailboat and small batteau.

June 2.—At 2:10 p. m. stopped at a sawmill and brought off 2 sloop boats and destroyed the frames of 2 more on the stocks. Steamed ahead; destroyed four salt works. Summary of the day up to 8 p. m.: Captured 5 sloop-yachts, destroyed 6 large sloop boats, 3 large flatboats, 4 salt works, captured 1 small steam boiler. At 6:30 p. m. anchored off the shipyard; tide fell and left us aground. From 8 to midnight still aground off the shipyard.

June 3.—At 4:30 a. m. called all hands and got underway. *Narcissus* came to us and we took her in tow, she taking all the prizes astern of her. At 6 steamed ahead again down the bay. At 7:45 got ashore again opposite Ocean Springs. From 8 to meridian: Rain, with thunder and lightning; still aground. At 4:30 p. m. the *Vincennes'* launch and third cutter left the ship in charge of Acting Master Billings and proceeded to Biloxi on reconnoissance. At 7:30 cutter returned. At 8:15 *Vincennes'* launch returned. At 10 *Vincennes'* third cutter, in charge of Mr. Smith, boatswain, with 10 men and Antoine Bellende as pilot, left the ship to go up Fort Bayou and cut out a schooner.

June 4.—At 3:15 a. m. the *Vincennes'* cutter returned, bringing Captain Tobey and Lieutenant Wilkinson, two rebel officers, as prisoners.

July 2.—[Acting Volunteer Lieutenant C. G. Arthur, commanding.] At 9:30 a. m. the *Metacomet* and *Monongahela* got underway and steamed inshore and commenced firing at the blockade runner aground. Meridian to 4 p. m.: The *Port Royal* and *Galena* close inshore shelling the blockade runner. At 7:30 p. m. steamed inshore, following the *Itasca*.

July 3.—At 12:30 a. m. saw a vessel to the eastward; made signal accordingly; gave chase. Proved to be the *Philippi*. Steamed to the westward and joined the *Itasca* and *Pembina*. At 2 they opened fire on the blockade runner aground; were replied to by the rebels with several pieces on shore. Fired one 5-second shell from rifled gun.

July 4.—At 12:30 p. m. Rear-Admiral Farragut and staff came on board; cast off from the flagship and steamed in toward the blockade runner aground. At 2:15 p. m. Fort Morgan and batteries on shore opened fire on this vessel. Fired one round from 20-pounder rifle with percussion shell; communicated with the *Seminole*, *Galena*, *Oneida*, *Lackawanna*; returned to flagship; made fast.

July 6.—At 12:15 a. m. saw the blockade runner on shore in flames.

November 29.—[Acting Master W. T. Bacon, commanding.] At 9:45 a. m. steamed toward Dog River; discovered a battery and camp of the enemy at the mouth of the river. Returned to the flagship and communicated; steamed back, and at 10:45 went to quarters and opened fire on the enemy's battery. Fired 12 rounds from 20-pounder rifled gun and 6 rounds from howitzer without receiving any reply. At meridian steamed back toward flagship.

December 7.—At 11:30 p. m. wind came out from northward with a squall. The *Narcissus*, lying toward western shore, burned Coston light No. 2.

December 8.—At 1:30 a. m. the *Octorara* hoisted night distinguishing light and steamed toward us; communicated; captain went on board. At 2:10 captain returned; got underway immediately, taking in tow boat from the *Octorara*; all hands at quarters and precautions against surprise. Steamed toward the *Narcissus*, that vessel having been blown up by a torpedo, and in a sinking condition. At 3 ran alongside. Acting Ensign [William G.] Jones, commanding the *Narcissus*, reported his vessel sunk and nearly full of water. Such being the case, commenced stripping her. From 4 to 8 a. m.: Stripped the *Narcissus*, taking on board all her guns, ammunition, small arms, paymaster's stores, nautical instruments, charts, and everything movable of any value. At 5:30 made fast with hawser and endeavored to pull her off; not succeeding, took off her crew, leaving Acting Ensign Jones and

four men on board. Anchored near by. At daylight *Octorara* made signals. Got underway and ran close to the *Narcissus* and took off Acting Ensign Jones and remainder of the crew and steamed toward the flagship.

Abstract log of the U. S. S. *Galena*, Lieutenant-Commander C. H. Wells, U. S. Navy, commanding.

August 5, 1864.—Mobile Bay. At 3:30 a. m. got underway and went alongside of the *Oneida* and made fast. At 5 flagship made signal to get underway. At 5 steamed in the third order of sailing. The fort opened on the fleet at 7:05. At 8 the ships under the fire of the fort. Commenced firing with our 100-pounder rifle. At 8:45 Captain Mullany having been wounded when abreast of Fort Morgan by a shell, and his vessel, the *Oneida*, having had her steering apparatus shot away and one of her boilers exploded by a heavy shot, the command devolved upon the commander of the *Galena*, which vessel succeeded in towing her and steering both safely through to an anchorage about 4 miles N.W. of Fort Morgan, where the *Oneida* was cast loose. At 10 a. m. the rebel ram *Tennessee*, making toward the fleet from Fort Morgan, was borne down for by the U. S. S. *Monongahela* and monitor ———. The former rode down upon her at full speed, mounting her, with the intention of sinking the ram, but she slid off her inclined sides, receiving a broadside shot from the ram, which was then attacked by the monitor, and a brisk exchange of shots ensued. The *Lackawanna* then ran down and mounted her amidships, but did not succeed in sinking her. The *Brooklyn* and *Hartford* then approached and engaged her in a terrific duel, in which the ram got seriously battered and lost her smokestack. The ram then steamed down toward Fort Gaines. She was pursued and surrounded by the *Hartford*, *Brooklyn*, and two monitors, when she hoisted a white flag and surrendered, with her officers and crew, who were taken prisoners. Among the former was the rebel Admiral Buchanan, who was wounded in the leg. The fight lasted about one hour, without material injury to our ships. At 11:30 the rebel steamer *Selma* was brought in, having been captured whilst attempting to escape to Mobile by the *Metacomet*. From meridian to 4 p. m.: Received from the captured steamer *Tennessee*, by order of Admiral Farragut, the following prisoners of war: William A. [Oscar?] Benson, third assistant engineer; W. M. Rogers, third assistant engineer, and 13 men [names omitted]. At 5 p. m. ironclad steamer went into Fort Powell and engaged the fort. At 5:30 flagship made signals. Sent David McCafferty, coal heaver, wounded, on board the *Metacomet*. Acting Assistant Engineer William Welcker and Patrick McCann, firemen, and Daniel Foley, coal heaver, were detained for duty on board the prize steamer *Selma*. From 6 to 8 p. m.: Sent the wounded of the *Oneida* on board the *Metacomet*. At 8:30 p. m. saw a rocket thrown from Fort Gaines. At 11:30 heard heavy firing east of Fort Gaines.

August 6.—At 5 a. m. saw a steamer on fire at Fort Powell. At 7 the United States flag was hoisted on Fort Powell and garrisoned by our marines. From 8 to meridian employed in repairing damages.

August 7.—At 6 a. m. a boat with a flag of truce communicated with the flagship. At 9:30 inspected and mustered the crew and held divine service, returning thanks to Almighty God for a signal victory

over the enemy. Read also a return of thanks from the admiral commanding for the gallantry of the officers and men of this fleet during the action of the 5th instant. At 7:30 p. m. got underway and steamed to the eastward. At 8 came to anchor in $2\frac{1}{2}$ fathoms water; fleet bore S. S. W.

August 8.—At 10 a. m. the American flag was hoisted on Fort Gaines; throughout the fleet cheered ship. From 6 until 8 p. m.: Got the two launches ready for immediate service.

August 9.—From 4 until 8 a. m.: Sent the first and second launches to the *Octorara* in charge of Acting Ensign Pease and Acting Master's Mate Tuttle. At 8:10 a. m. the rebel gunboat *Morgan* burning. At 8:30 troops passing over in transports from Fort Gaines to Mobile Point. At 9 the *Octorara*, with launches in tow, went over to Mobile Point. At 9:40 the *Metacomet* went to where they were landing troops. At 9:50 the *Manhattan* went over also. At 10:15 rebel hospital and outbuildings outside of Fort Morgan on fire. At 10:20 the *Itasca* and *Port Royal*. 10:30 flagship made signals, the *Monongahela* and *Lackawanna* underway. Tug came in through Pelican Channel. At 11:20 the *Monongahela* opened fire on Fort Morgan. At 11:25 got underway and stood in for Fort Morgan. At 11:50 opened fire on Fort Morgan with 100-pounder rifle. At 12:45 the *Cowslip*, bearing the flag officer's pennant, made signal. Ceased firing. At 1 p. m. flag of truce proceeded toward Fort Morgan. At 1:06 launches returned. At 1:27 came to anchor in $2\frac{3}{4}$ fathoms water, Fort Morgan bearing S. W. $\frac{1}{4}$ S., Fort Gaines W. $\frac{1}{2}$ S. Ironclad *Tennessee* opened fire on Fort Morgan, firing two shots. From 6 until 8 p. m.: Received a sloop-rigged boat from shore.

August 13.—At 2:45 p. m. the ram *Tennessee* went in and engaged Fort Morgan. The fort and water battery replied rapidly. At 3:40 the *Stockdale* came in and anchored among the fleet. At 3:45 the *Metacomet* came in from above the bay and anchored. From 4 to 6 p. m.: The *Selma* came in through Pelican Channel. From 6 until 8: Monitor firing occasionally. From 8 to midnight: Monitor firing on Fort Morgan, a shell every fifteen minutes.

August 14.—Commences and until 4 a. m.: Monitor firing on Fort Morgan. From 4 until 8 a. m.: Monitor shelling Fort Morgan. From 1 to 6 and from 8 to midnight: Monitors firing occasionally on Fort Morgan.

August 15.—Commences and until 4 a. m.: One monitor firing a shell at Fort Morgan every twenty minutes. From 6 until 8 p. m.: Monitor firing on Fort Morgan and the fort replying. From 8 until midnight: The monitor firing on Fort Morgan at intervals, the fort replying.

August (?).—From meridian to 4 p. m.: Our batteries shelling Fort Morgan. From 8 to midnight: Monitor firing on Fort Morgan.

August 19.—From 6 to 8 p. m.: Batteries on shore commenced firing on Fort Morgan.

August 20.—From 8 to midnight: Monitor firing on Fort Morgan.

August 21.—Commences and until 4 a. m.: Fort Morgan and the batteries firing at intervals. From meridian to 4 p. m.: Fort Morgan firing on the shore batteries. From 8 to midnight: Fort Morgan firing a gun every five minutes.

August 22.—Commences and until 4 a. m.: Fort Morgan firing on the shore batteries. At 5 a. m.: Our batteries on Mobile Point

opened on Fort Morgan. At 6 got underway and steamed toward Fort Morgan with the *Richmond*, *Lackawanna*, *Monongahela*, and *Ossipee*. At 6:35 commenced firing with 100-pounder, 4 rounds; 30-pounder, 3 rounds; IX-inch, 1 round. At 8 came to anchor in 3 fathoms water and 10 fathoms chain. From 8 to midnight: A fire, apparently inside Fort Morgan, has been burning all the watch.

August 23.—Commences and until 4 a. m.: A large fire burning in Fort Morgan. Our batteries firing a shot every five minutes at the fort. From 4 to 8 a. m.: A large fire burning in Fort Morgan. At 6:30 saw a white flag on the fort. At 6:30 got underway and steamed to within 1 mile of the fort; anchored in 3½ fathoms water, 15 fathoms chain. At 2 p. m. Fort Morgan surrendered to the United States forces. The entire fleet saluted the raising of the United States ensign on the fort.

Abstract log of the U. S. S. *Hartford*, Commodore James S. Palmer, U. S. Navy, commanding.

December 15, 1863.—At 2:15 p. m. went into commission, [navy yard], New York. The following officers reported for duty: Commodore James S. Palmer, Lieutenant-Commander L. A. Kimberly, Chief Engineer Thom Williamson, Surgeon J. J. Gibson, Paymaster William T. Meredith, Lieutenant H. B. Tyson, Captain Charles Heywood, U. S. Marine Corps; Lieutenant Charles L. Sherman, U. S. Marine Corps; Assistant Surgeon Joseph Hugg, Ensigns C. D. Jones, La Rue P. Adams, H. T. Grafton, William H. Whiting, and George D. B. Glidden; Second assistant Engineers E. B. Latch, F. A. Wilson, John Wilson, Isaac De Graff, and Charles M. Burchard; Third Assistant Engineers H. L. Pilkington and James E. Speights; Commodore's Clerk F. T. Mason, Pay Clerk H. N. Wood, Acting Master's Mates [W.] H. Hathorne, George R. Avery, Joseph J. Tinelli, William H. Childs; Boatswain Robert Dixon, Gunner John L. Staples, Carpenter O. T. Stimson, Sailmaker Theodore C. Herbert. Received on board 26 petty officers, 32 seamen, 33 ordinary seamen, 38 landsmen, 12 boys, 14 firemen and 11 coal heavers. Discharged 4 petty officers, 5 seamen, 9 ordinary seamen, 1 landsman, 1 fireman; their times having expired.

January 4, 1864.—At 11:45 a. m. the commodore came on board and 11:15 the admiral [D. G. Farragut] and two lieutenants.

January 5.—From meridian to 4 p. m.: Steaming out of New York Harbor in charge of the pilot.

January 17.—At 7:40 a. m. came to anchor (Pensacola Harbor).

January 19.—At 9:20 a. m. anchored, Mobile Point light bearing (true) N., Sand Island light-house bearing (true) N. by W. ½ W., distant about 8 miles.

January 20.—From 8 to meridian: The *Octorara* arrived, with the admiral on board, and the *Itasca*, stood inshore toward Sand Island. At 1:30 p. m. the admiral and staff returned from a reconnoissance of Fort Morgan. At 6:30 p. m. got underway and stood for the mouth of the Mississippi.

January 22.—At 3:50 p. m. came to anchor off New Orleans.

February 9.—At 12:45 a. m. got underway and headed for Pensacola Harbor. At 11:55 a. m. came to anchor in Pensacola Harbor. Captain Percival Drayton to-day assumed command of this ship.

April 2.—At 12:05 p. m. Rear-Admiral David G. Farragut and staff, consisting of Fleet Captain Percival Drayton, Flag-Lieutenant

J. C. Watson, Admiral's Secretary Alex. McKinley, Flag-Ensign T. W. Davis, Flag Master's Mate H. H. Brownell, and Coast Pilot Freeman, left the ship. The admiral transferred his flag to the U. S. S. *Tennessee*. When the *Tennessee* had left the harbor, Captain Jenkins, of the *Richmond*, hoisted his divisional pennant.

April 26.—At 6 p. m. admiral and staff arrived per *Tennessee*; returned on board.

May 22.—Blockade off Mobile. From 6 to 8 p. m.: Transported both the 100-pounder Parrott rifled guns to topgallant forecandle and 30-pounder Parrott to poop deck.

May 24.—Seven of the enemy's steamers in sight up the bay at daylight. From meridian to 4 p. m.: Admiral and staff went on board the *Metacomet*, who got underway and stood close inshore. At 3:30 admiral and staff returned.

May 30.—At 11:20 a. m. the *Metacomet* opened fire on the enemy, who were engaged in throwing up batteries to the westward of Fort Morgan, distance $3\frac{1}{2}$ miles. She threw four shells, which dislodged the rebels.

June 6.—At 6:20 a. m. the admiral left the ship and went on board the *Philippi*, which got underway and stood to the westward. At 9 a. m. the *Metacomet* brought in the prize steamer *Donegal*.

June 7.—From midnight to 4 a. m.: Repeated firing of guns both from fleet near the Swash Channel and Fort Morgan. Saw several lights bearing N. N. E. Picket boats made signal.

June 11.—At 5:10 p. m. went to quarters and saw battery ready for action at a moment's notice.

June 17.—At 1 p. m. the *Glasgow* arrived, having on board Major-General Canby and staff. From 8 to midnight: At 9 the rebels signaling from Fort Gaines.

June 30.—At 12 meridian saw black smoke bearing E. S. E. At 12:30 p. m. made signal to the *Metacomet*, after which she immediately got underway and stood to the southward and eastward. At 11:45 p. m. saw a signal (Coston) bearing N. E., but could not make out the number; it was immediately followed by flashes of heavy guns from N. $\frac{1}{2}$ W.

July 1.—At daylight discovered a blockade runner ashore about $1\frac{3}{4}$ miles E. from Fort Morgan. Sent *Metacomet*, *Itasca*, *Seminole*, *Pembina*, *Genesee*, and *Port Royal* in to open fire upon her. At 6 a. m. fire opened and Fort Morgan replied at long intervals. From 8 to meridian: All the vessels of the fleet, except the *Richmond*, *Brooklyn*, *Ossipee*, and *Lackawanna* engaged in firing at the blockade runner, supposed to be the *Danby* [*Denbigh*]. At 1:30 p. m. the *Monongahela*, *Galena*, *Metacomet*, *Port Royal*, and *Genesee* engaged in firing at the blockade runner on the beach. At 1 [2?] the *Metacomet*, *Seminole*, *Genesee*, *Itasca*, and *Pembina* withdrew and came out and anchored. At 2:15 *Monongahela* withdrew and came out and anchored. From 4 to 6 p. m.: During the watch the *Pembina*, *Port Royal*, *Galena*, and *Seminole* were engaged firing at the blockade runner; they were occasionally fired at from the forts and batteries on shore.

July 2.—At 10 a. m. the *Monongahela* and *Metacomet* got underway and went in and fired at the blockade runner. From 4 to 6 p. m.: The admiral and staff left the ship in the *Glasgow* to observe the blockade runner ashore. At 11 p. m. a fire on Fort Morgan.

July 3.—At 1 a. m. the vessel bearing N. E. by N. burned Coston signal R. G. and threw rockets to eastward. At 2:40 the *Pembina*, *Itasca*, and *Glasgow* opened fire on the vessel on the shore. Fort Morgan and the sand battery and rebel gunboat returned the fire. The firing lasted until 3:30. At 10:35 p. m. the gunboats commenced firing on the prize steamer, which was answered by the batteries on shore. The firing continued until 11:20 p. m. From meridian to 4 p. m.: The *Metacomet* inshore firing at the blockade runner on beach. At 10:35 p. m. the gunboats commenced firing on the prize steamer, which was answered by the batteries until 11:20 p. m.

July 4.—At 2:30 p. m. *Lackawanna* made signal. She then stood in and engaged the batteries. At 1 p. m. the admiral and staff went on board the *Cowslip* and stood inshore toward the blockade runner on the beach. At 5 p. m. the *Lackawanna*, *Galena*, *Oneida*, *Seminole*, *Monongahela*, and *Genesee* ceased firing and came out and anchored near us.

July 5.—At midnight discovered a steamer bearing N. E., which proved to be the *Kennebec*. At 2:05 she came within hail, and the captain came on board and reported the enemy trying to get off the prize. She was immediately sent back and the *Cowslip* sent to order three steamers to go to her assistance and shell the enemy. At 3:15 the vessels opened fire. At daylight the vessels came from their stations. The masts of the blockade runner had been taken out during the night. At 7 p. m. sent the gig, barge, and fourth cutter, armed, to destroy the blockade runner on the beach.

July 6.—At 12:40 a. m. saw a fire bearing N. $\frac{1}{2}$ E., supposed to be the blockade runner on the beach. At 1:45 a. m. our three boats returned to the ship, having set the blockade runner on fire. Fire still burning at 4 o'clock.

July 7.—At 6:30 p. m. inspected crew at quarters. Sent the fourth cutter and gig on an expedition to blow up the steamer on the beach.

July 8.—At 2:30 a. m. discovered a flash of light as if from a gun bearing N., followed by five other smaller flashes bearing N. by E. At 2:55 discovered a light bearing N. by E.; proved to be the *Glasgow*. At 4 the expedition in charge of Lieutenant Watson returned. They found the rebels on board the steamer prepared to receive them. The boats made no attempt to board, but were fired into by the troops on board the steamer, from a battery on the beach, and also from Fort Morgan. One man, William Hawkins, was wounded, shot through both hips. From meridian to 4 p. m.: William Hawkins, seaman, died from wounds received in the expedition last night against the blockade runner ashore on the beach. From 4 to 6 p. m.: Major-Generals Canby and Granger and their respective staffs, accompanied by Commodore Palmer, visited the ship.

July 9.—At 12 midnight a green and white light (Coston) was burned; bearing about N. E. by N. Saw bright light moving to the northward from the eastward.

July 10.—At daylight discovered a rebel blockade runner ashore about one-fourth of a mile to the eastward of Fort Morgan. At 5:50 the *Monongahela* got underway and stood in for her. From 8 to meridian: *Galena*, *Monongahela*, and *Genesee* engaged firing on the blockade runner on shore. At 10:15 the *Lackawanna* got underway and went to fire at the vessel ashore. From meridian to 4 p. m.: The *Lackawanna* engaged firing at the blockade runner. A rebel river

steamer came outside at 3:45, apparently to assist the blockade runner off or to take her cargo. The *Seminole* and *Metacomet* were ordered to shell her, which they did. At 4:05 p. m. discovered a steamer running out from Fort Morgan and run toward the prize steamer ashore. Immediately made general signal to the *Metacomet* and *Seminole* and they immediately got underway and stood in and shelled the steamer.

July 11.—At 9:40 a. m. the *Oneida* opened fire upon the blockade runner ashore under the guns of Fort Morgan. Practice good and the fire returned from the fort. At 1:45 p. m. the vessel ashore backed off the shoal and started ahead, but got aground again on southwest spit off Fort Morgan. At 2:20 she backed off, but got aground again a little to the eastward of the fort. At 3 the *Ariel*, a large river steamer, came down to assist the blockade runner. Sent in the gunboats *Kennebec* and *Pinola* to shell her. The river steamer then went up the bay. The rebel steamer on guard duty off the spit went up the bay. From 4 to 6 p. m.: During the watch the steamers *Kennebec* and *Pinola* ceased firing at the steamer on the beach. At 6:30 p. m. Admiral Farragut and Lieutenant Watson went on board the U. S. S. *Tennessee*, hoisting his pennant there.

July 22.—At daylight made out the rebel gunboats *Morgan* and *Gaines* at anchor off the spit. At 8 the blockade runner which came down the bay last night got underway and went up the bay.

July 28.—From 8 to meridian: The rebel ram *Tennessee* got underway and moved around inside the harbor, firing a few shot apparently at a target. The blockade runner which was at Fort Morgan went up the bay at 11.

August 3.—From 8 to meridian: Lieutenant Kinney, of the Signal Corps, U. S. Army, and 8 privates reported for duty on board this ship.

August 4.—At 11 a. m. monitor *Winnebago* opened fire on Fort Gaines, which was returned by the Fort. Enemy landing troops at Fort Gaines. At 10:45 p. m. heard two reports as heavy guns in the direction of Fort Gaines.

August 5.—Mobile Bay. At 3 a. m. called all hands; furled awnings and stowed them below and made other preparations for battle. At 4:30 the *Metacomet* lashed on alongside; a delay of several vessels in lashing. At 5:30 made general signal. At 5:30 the *Brooklyn* got underway. At 5:31 all answered. The river monitor fired two guns at 5:30. At 5:40 the *Hartford* underway and she stood in for Mobile Bar, the *Brooklyn* ahead. Wind at first S. W., then W., and cloudy. At 5:45 the last vessel underway. Went to quarters at 5:50. At 5:55 made general signal to *Brooklyn*; answered. At 6:08 crossed the bar. At 6:22 the *Tecumseh* fired on the fort. The *Manhattan* coming out. At 6:20 made signal *Seminole*; answered. *Seminole* took the *Loyall* in tow. At 6:25 vessels reasonably in line. All the monitors out and firing on fort, but not reaching. At 6:35 *Ossipee's* distinguishing pennant hoisted, flying, answered. At 6:40 hoisted ensign at peak and broke stops of masthead flags. At 6:43 the *Hartford* abreast of Sand Island light. A delay from *Chickasaw* not taking her position. At 6:55 start again, vessels ranging tolerably well up. At 6:52 made signal to *Chickasaw*; not answered. At 7 signal to *Brooklyn*; answered. At 7:06 Fort Morgan opened fire, the *Brooklyn* at 7:07, and the *Hartford* at 7:11, and the action

almost immediately became lively. At 7:22 first hit in the foremast. At 7:24 made signal to *Brooklyn*; answered. Very great delay from monitors not taking their position. At 7:35 action became sharp and general. Hit in our port netting and *Metacomet* in wheel. At 7:40 the *Tecumseh* sunk almost immediately on our starboard beam, from a torpedo, a little to the southward of Fort Morgan. Our gig hit. The engagement now very general and rapid firing on all sides. The *Tennessee* heads for the *Hartford* and, with the three gunboats, *Selma*, *Gaines*, and *Morgan*, opened fire on the *Hartford* exclusively. When within one-third of a mile put his helm astarboard and ran down to the fleet, which was a long way astern. Very sharp engagement of the *Hartford* with the *Morgan*, *Gaines*, and *Selma*. Our men falling rapidly. From 8 to meridian: At 8:02 cut loose the *Metacomet*, which proceeded after the *Selma*. *Hartford* nearly ahead of everything. Came to anchor at 8:35 in the fleet anchorage. The ram alters his course and makes for the *Hartford* to engage her before the monitors and fleet came up. Most of the fleet came up, but the monitors outside and far to the eastward. We got underway and prepared to ram the *Tennessee*. *Monongahela* and *Lackawanna* ordered to prepare to do the same. The *Monongahela* rams first, then the *Lackawanna*. The *Hartford* and *Tennessee* head on, both ram, both helms astarboard. Our port anchor not being catted catches on the gunwale of the *Tennessee* and the shank bent so as to bring the flukes nearly parallel with the stock. This cants the *Tennessee* and the concussion is comparatively slight. She passes rapidly astern, the port sides of the vessels grazing each [other], and when abreast we delivered our broadside of seven IX-inch guns with their utmost depression, 13-pound charges, and solid shot. The *Philippi* seemed to be burning. We steer to ram her again [the *Tennessee*], and the *Lackawanna*, in attempting to do the same thing, strikes us directly abeam, at about 5 knots, just forward of our starboard mizzen rigging, and cuts us within 2 feet of the water's edge, also carries away our starboard maintopmast backstays. A shot carries away the ram's smokestack, I think by one of our IX-inch shot; and now several of the fleet bearing down on her, she surrenders and hoists the white flag. The *Hartford* came to anchor about 10 o'clock and the ram was towed up to us by the *Winnebago*. The *Metacomet* afterwards brings in the *Selma*.—WM. STARR DANA. From meridian to 4 p. m.: Flag-of-truce boat having permission for the *Metacomet* to convey wounded to Pensacola returned. Engaged in clearing up decks. From 4 to 6 p. m.: Firing on the ironclad *Chickasaw* by Fort Powell. Sent the *Loyall* to pick up two boats adrift. Got 19 bodies ready for burial. Sent following [5] men with their bags and hammocks to the captured *Selma*. Received from the *Port Royal* 2 engineers and several men in the rebel service. From 8 to midnight: Employed until 10:45 removing the wounded men to the *Metacomet*. At 11:10 p. m. saw an explosion and fire in the direction of Fort Powell, supposed to be that fort.

August 6.—At 1:40 a. m. several guns were fired, bearing N. $\frac{1}{2}$ W. The shell traversed from east to west. At 3:54 a bright fire broke out to the northward. At 5:30 a. m. the *Metacomet* got underway and stood out of Mobile Bay under a flag of truce. Observed a fire at or on Fort Powell. At 6:20 saw the *Estrella* standing from the sound toward Fort Powell. At 7 saw stars and stripes floating over

Fort Powell. At 7:15 manned rigging and cheered ship. At 7 dispatched ironclad *Chickasaw* to Fort Powell. At about 3:10 p. m. the *Chickasaw* went in and engaged Fort Gaines. From 4 to 6 p. m. the *Chickasaw* engaged in shelling Fort Gaines.

August 7.—At 7 a. m. a flag-of-truce boat from Fort Gaines, having Major Browne and Lieutenant McCarty, C. S. Army, bearers of dispatches from the commanding officer to Rear-Admiral Farragut, came on board. At 6:45 p. m. the *Metacomet* got underway and went down to Fort Gaines with a flag of truce. From 8 to midnight: The *Metacomet* returned with Captain Drayton and Colonel Myer from Fort Gaines, together with two rebel officers. At 8:35 signals made by the army on Dauphin Island and answered by the signal corps of the *Hartford* on the captured *Tennessee*.

August 8.—At 7:10 a. m. Captain Drayton went in the *Loyall* to receive the surrender of Fort Gaines. From 8 to midnight: Lieutenants Watson and Tyson and Ensign Whiting returned from embarking prisoners from Fort Gaines to the *Bienville* and the vessels outside the Mobile bar.

August 9.—At 9:30 a. m. sent the boats of the fleet in tow of the *Octorara* to aid in landing the army. The rebels set fire to the hospital and barracks at Fort Morgan. Also set fire to their own boat, the *Gaines*. Army transports moved up to Navy Cove and commenced disembarking troops. The *Lackawanna*, *Monongahela*, and *Itasca* moved up and opened fire to cover the troops. The admiral and staff went on board the *Cowslip* to superintend the movement. The *Port Royal* got underway and took the *Tennessee* in tow and took up a position off Fort Morgan to open fire. The monitors *Manhattan*, *Winnebago*, and *Chickasaw* also moved up and took up position to shell Fort Morgan. At 11:30 the *Itasca* returned, having in tow a sloop and bringing a deserter from Fort Morgan. From meridian to 4 p. m. several vessels of the fleet engaged shelling Fort Morgan. Troops engaged landing on the mainland in rear of Fort Morgan. At 1:18 p. m. Admiral Farragut and staff returned. At 1:20 made preparations to get underway. Sent Lieutenant Watson with a flag of truce to Fort Morgan. At 2:45 Fort Morgan opened fire on the *Port Royal*, with the *Tennessee* in tow. The *Port Royal* dropped the *Tennessee* and stood from the fort, returning the fire. At 10:45 the *Itasca* came within hail and reported that the monitor *Manhattan* was afloat and had anchored ahead of the fleet.

August 10.—At 9:30 a. m. a heavy rain squall from the S. W. From meridian to 4 p. m.: The army transport and small vessels of the fleet engaged in carrying troops and provisions from Fort Gaines to Pilot Town.

August 13.—At 2 p. m. the prize steamer *Tennessee* opened fire on Fort Morgan, which was returned by the fort and continued during the watch. From 4 to 6 p. m.: The *Winnebago* firing at Fort Morgan. At 5 she came up and anchored near us. *Winnebago* fired five times at the fort; practice good. From 8 to midnight: The monitor *Manhattan* during the watch threw several shot into the fort.

August 14.—The *Chickasaw* kept up her fire of one shell every thirty minutes at Fort Morgan during the watch. At 4:45 p. m. the monitor *Winnebago* opened fire on Fort Morgan. From 8 to midnight: The monitors keeping up a constant fire on Fort Morgan, with intervals of twenty minutes.

August 15.—At 3 a. m., as the moon was setting, a perfect rainbow was visible in the east against a heavy cloud bank. The monitor fired five times at the fort during the watch. From 4 to 6 p. m.: Keeping a slow fire on Fort Morgan from the batteries on shore. From 8 to midnight: Firing from the fort during the watch.

August 16.—From midnight to 4 a. m.: During the watch Fort Morgan fired a few shells in the direction of our army. From 8 to midnight: Regular firing from the *Winnebago* at Fort Morgan. Occasionally a shot from the shore battery. At 10:50 the fort opened on shore battery.

August 17.—From 4 to 6 p. m.: Firing at Fort Morgan from shore battery. From 8 to midnight: Our batteries on shore firing slowly at fort during the latter part of the watch.

August 20.—From 8 to midnight: Three shots were fired from the shore batteries, which was returned by Fort Morgan.

August 21.—Midnight to 4 a. m.: Our batteries firing about once every half-hour. At 2:10 Fort Morgan opened a heavy fire on our lines and continued it about half an hour. At 3:30 fired several shots again. A bright light on the east end of Fort Morgan, low down. From 4 to 6 p. m.: Fort Morgan fired several times. From 8 to midnight: The fort firing on our batteries about once every five minutes during first part of watch, at longer intervals during latter part. Our batteries do not reply.

August 22.—From midnight to 4 a. m.: During the watch Fort Morgan fired a number of times. At 5 a. m. the firing became general from the batteries on shore and the ironclads. The *Brooklyn*, *Ossipee*, *Monongahela*, *Richmond*, *Galena*, *Seminole*, *Octorara*, and *Lackawanna* soon moved in and opened fire, all upon Fort Morgan. At 6 the *Octorara* came down from up the bay. At 11:30 a. m. the *Brooklyn* came out of action and anchored. Our shore batteries and the fleet firing rapidly at Fort Morgan. No reply. The outside fleet firing occasionally. From meridian to 4 p. m.: The batteries engaged firing upon Fort Morgan. From 4 to 6 p. m.: Firing still kept up at the fort from the ironclads and the batteries on shore. From 6 to 8 p. m.: Our batteries and the monitors shelling Fort Morgan. From 8 to midnight: At 8:20 a large fire broke out on Fort Morgan, and our batteries opened a heavy fire. At 10:10 an explosion took place in the fort. At 10:30 our batteries slackened their fire. At 11:45 the fire broke out to the left and burned very brilliantly. At midnight fire still burning, and batteries keeping up their fire.

August 23.—From midnight to 8 a. m.: Firing from shore batteries at Fort Morgan continued at short intervals. The fire inside the fort continuing to burn throughout the watch. From 4 to 8 a. m.: Our batteries firing slowly until 5 a. m., then the fort fired a couple of shots. Our batteries then opened heavily; the fire apparently nearly out. At 5:50 a heavy explosion in the fort and the fire broke out with increased violence. At 6:30 a white flag was hoisted on the fort; our firing ceased. At 7 Captain Drayton and Lieutenant Watson went to Fort Morgan in the *Cowslip*, which had arrived from the sound. At 9:30 the *Cowslip* returned with Captain Drayton. From meridian to 4 p. m.: Captain Drayton and staff and General Granger went on board the *Cowslip* at 1 p. m. and proceeded to Fort Morgan. At 2:15 p. m. the United States flag was hoisted on Fort Morgan and the rebel flag hauled down. The fort surrendered to the combined army and naval

forces at 2 o'clock. At 2:15 fired a salute of sixteen guns, then cheered ship.

August 25.—From 4 to 6 p. m.: Received on board Martin Freeman, pilot, and a man from the *Metacomet*, both wounded by the accidental explosion of a torpedo on shore.

November 30.— [Pensacola.] From meridian to 4 p. m.: Got underway and stood out in charge of the pilot.

December 12.—At 1:40 p. m. came to with starboard anchor, Sandy Hook light-house bearing W. N. W. $\frac{3}{4}$ W.

December 13.—At meridian got both anchors and went ahead fast up the bay in charge of the pilot. At 2 p. m. the revenue steamer [*G.*] *Brown* came alongside; a committee of reception to the admiral came on board. At 3:30 a Swedish man-of-war saluted the broad pennant of Rear-Admiral Farragut with thirteen guns, which this ship returned gun for gun. At 3:15 p. m. came to with starboard anchor off the battery.

Abstract log of the U. S. S. *Itasca*, Lieutenant-Commander George Brown, U. S. Navy, commanding.

July 1, 1864.—Off Mobile Bar. At 4 a. m., underway, discovered a blockade runner ashore about $3\frac{1}{4}$ miles to the eastward of Fort Morgan. The flagship made signal to this ship. We went in with other light vessels of the squadron and commenced firing at blockade runner. Fired 55 rifled and 3 XI-inch shell. Several shot struck her; the enemy firing from Fort Morgan and the sand battery, some of the shot coming very near the vessels engaged. At 7:53 flagship made signal. Sent the men to breakfast. At 9 stood in again and commenced firing at the blockade runner. Fort Morgan fired at us at intervals. At 11:30 the *Glasgow* passed, with the admiral on board, and, in obedience to his orders, we stood out to the fleet. From 8 to midnight: Underway and standing to the northward, in company with the *Pembina* and *Glasgow*. When well in with the land stood to the westward until we saw the blockade runner that was ashore. At the same time we saw what we supposed to be a rebel gunboat. Sent in a boat and found that there were some rowboats around her. Did not attempt to get her off. All hands armed and at quarters all night.

July 2.—From midnight to 4 a. m.: Underway and close inshore. Fort Morgan and steamer ashore in plain sight. Crew armed and at quarters. At 4 steamed out to the flagship and came to with port anchor. From 8 to 12 midnight: At 8 hove up anchor and took a boat belonging to the *Richmond* in tow and steamed in to the Swash Channel, in company with the *Pembina*, *Cowslip*, and *Glasgow*. At 8:30 went to quarters.

July 3.—At 2:30 a. m. the boats started in from abreast of the blockade runner, but as the rebels had some fieldpieces at that place it was not deemed prudent to send them in. At 4 steamed out to the flagship and came to anchor. From 8 to midnight: Underway in the Swash Channel in company with the *Pembina*, *Kennebec*, and *Cowslip*, the picket boat in tow. At 11, being within 500 or 600 yards of the blockade runner ashore near Fort Morgan, we commenced firing on her. The fort and batteries returned the fire.

July 4.—At 1 a. m. towed up the *Richmond's* boat to go in and sound near the steamers ashore. At 1:45 the boat returned and reported 6

feet water 50 yards offshore from the steamer. The sand battery fired two shell. The remainder of the watch we lay near the steamer. At 2 p. m. the *Oncida*, *Seminole*, *Galena*, *Genesee*, and *Cowslip* stood inshore and commenced shelling the blockade runner ashore.

July 5.—At 3:15 a. m. commenced firing at the blockade runner ashore near Fort Morgan; ceased firing at 4, having fired 17 shots in all.

July 6.—At 1:10 a. m. there was a light seen in the direction of Fort Morgan, supposed to be the blockade runner afire.

August 5.—At 2 a. m. called all hands and hove up port anchor. At 3 a. m. steamed along the port side of the *Ossipee* for the purpose of passing Fort Morgan. At 5:30 *Hartford* made general signal, "Get underway, prepare for action, and take stations." Hoisted ensigns at masthead and peak. At 6 in our stations and steaming very slowly toward Fort Morgan. At 7 first gun fired from Fort Morgan, our leading ships opening at the same time. From 7 until 8: Continuous firing from both sides. Fired several shots to make smoke. At 8:20 cast off from the *Ossipee* and started in pursuit of the rebel gunboat *Selma*. Our launch swamped alongside; anchored her and stood on; made sail a short time. At 8:50 the *Selma* struck her colors. Steamed near her and offered assistance; none being required, started for the fleet. The rebel ram *Tennessee* attacked our ironclads. The *Monongahela* and *Lackawanna* ran her down. The *Brooklyn*, *Hartford*, and *Richmond* attacked the ram and after a spirited resistance she hoisted the white flag; she was towed up to the anchorage. *Hartford* made signal to us to cheer at discretion. Started, in company with the *Kennebec*, up Mobile Bay; the *Octorara* joined us. Captured a fishing sloop. At 4 p. m., being above Cedar Point, the *Octorara* made signal to us. Returned and stood south. At 6:10 flagship made signal: came to with port anchor and 15 fathoms chain. At 10:30 two rockets were sent up from Dauphin Island. At 10:55 heard quite a heavy explosion in the direction of Fort Powell.

Abstract log of the U. S. S. *Kennebec*, Lieutenant-Commander W. P. McCann, U. S. Navy, commanding.

July 3, 1864.—Mobile Bay. At 1:15 p. m. came to near the *Hartford*. From 8 to midnight: Stood in toward rebel steamer and cleared ship for action. At 10:30 commenced firing at steamer, in company with *Itasca* and *Pembina*. A rebel battery near the [Navy] Cove opened upon us and fired two shells over us and a shot from Fort Morgan passed over our quarter. Fired 3 10-second shell from the XI-inch pivot; 6 percussion and 1 time fuze from Parrott rifle; 1 5-second shell from 24-pounder howitzer; silenced the battery. Remained underway and cruising around in the vicinity of the steamer.

July 4.—Midnight to 4 a. m.: Holding position under steam near the shore. At 12 m. followed the movements of the squadron and fired one round of blank cartridge from each gun. At 5 p. m. ships engaged shelling rebel steamer and batteries; withdrew from action. At 7:20 stood inshore. 8 to midnight: Holding position under steam near the land.

July 5.—At 2 a. m. communicated with *Port Royal*; stood in toward rebel steamer and at 3 opened fire upon her. Fired 1 percussion and 2 time-fuzed shells from Parrott rifle; 2 10-second shells from XI-inch

pivot. *Oneida*, *Galena*, and *Port Royal* opened fire. Holding position near steamer until 4 a. m., crew remaining at their guns. At 10:20 p. m. cleared ship for action. Stood in for rebel steamer, in company with the *Metacomet*.

July 6.—At 12:05 a. m. an expedition left this ship, consisting of three boats from the *Hartford* and one from the *Brooklyn*, under command of Lieutenant Watson, to burn the steamer on shore. At 12:45 the steamer was fired, and amidst a sharp fire of musketry the boats returned, reaching this ship and the *Metacomet* at 1 a. m. Anchored near the *Hartford*. At 2, boats of the expedition returned to flagship. Rebel steamer on shore burning brightly.

July 10.—At 3 a. m. saw a bright light bearing W. Got underway and stood to westward. At 5 discovered a steamer to eastward, which proved to be the *Philippi*, steering for the fleet. A blockade runner ashore to the eastward of Fort Morgan. *Monongahela* and *Galena* and *Genesee* firing at the steamer ashore. At 10:30 ships shelling rebel steamer; withdrew from action. At 12, noon, *Lackawanna* stood in and shelled rebel steamer. At 2 *Lackawanna* stood out and anchored. At 4 river steamer stood outside of Fort Morgan and steamed alongside the rebel steamer ashore. At 4:10 the *Seminole* and *Metacomet* went in and fired several rounds at the rebel steamers, causing the steamer which was rendering assistance to drop off and steam around inside.

July 11.—At 1 a. m., a shot from Fort Morgan striking ahead of us, got underway and held position under steam. From 8 to meridian: *Oneida* stood in and commenced shelling rebel steamer. Fort Morgan fired four shots at *Oneida*. At 11:30 *Oneida* stood out. At 3:15 *Hartford* made signal to this vessel. Got underway and steamed toward rebel steamer aground, in company with the *Pinola*. At 3:30 commenced firing at the rebel steamer. Fort Morgan opened fire on us with shell. At 5:05 *Hartford* made signal; ceased firing and stood for the fleet. Fired 32 rounds from 20-pounder Parrott rifle, 14 rounds from XI-inch. Admiral transferred his flag to the U. S. *Tennessee*.

August 5.—At 5 a. m. lashed alongside the *Monongahela*. At 5:40 monitor fired at Fort Morgan. At 5:45, general signal from *Hartford*. At 5:05 *Richmond* and *Port Royal* underway to take place in the line. At 6 *Monongahela* went to quarters; we went to quarters. At 6:06 *Monongahela* and we got underway slowly; whole line moving slowly, steaming in. At 6:20 stopped. At 6:22 ahead slowly, vessels in close order; 6:23 stopped, 6:25 ahead slow, fleet standing toward Sand Island, bearing N. W. $\frac{1}{2}$ N., crossing bar. At 6:35 crossed the bar and stood for the fort, bearing N. W. $\frac{1}{4}$ N. At 7 the *Hartford* made general signal; whole fleet stopped to get in line and stations. At 7:10 Fort Morgan opened fire; *Brooklyn* opened. *Hartford* opened fire at 7:12. At 7:14 *Monongahela* opened; 7:15, forts firing rapidly. Steamers *Morgan* and *Gaines* opened fire; fleet going ahead slowly. At 7:20 *Oneida* opened fire. At 7:25 the steamers *Morgan* and *Gaines* ahead of the fleet firing into it. Forts firing rapidly, shots passing over us. At 7:30 general signal. Rebel gunboat opened on fleet from behind the fort. At 7:38 opened with our Parrott gun. At 7:40 *Monongahela* opened from howitzer. At 7:42 whole fleet opened broadsides on the fort and went ahead fast. At 7:45 fired three rounds from Parrott gun; fleet fired broadside again.

At 7:46 abreast of fort. *Monongahela* fired XI-inch. At 7:48 ram *Tennessee* firing at flagship. At 7:50 shot passed directly under our stern, heading N. by W. At 7:55 *Hartford* heading for ram, shells passing over our rail from Fort Morgan. Fort Morgan on our starboard beam firing very rapidly. At 8 our XI-inch opened on Fort Gaines; the fort immediately returning fire. Continued firing XI-inch on Fort Gaines, Parrott firing on Fort Morgan. Shot passed through our quarter (starboard) and out through port quarter; one man slightly hurt. At 8:05 *Metacomet* cast off from the *Hartford* and steamed ahead. At 8:10 ram *Tennessee* passed across *Monongahela's* bow and struck our bow, tearing her quarter boat away, also davits, one of which was entangled in our rail and taken on board. As she passed our port bow she fired a shot which exploded on berth deck, wounding Acting Ensign Hosea E. Tinkham severely; Daniel Godfrey, coal heaver, severely; Peter R. Post, landsman; Charles Saunders, master at arms, and John D. Weson, captain of the hold, slightly. At 8:20 we cast off from the *Monongahela* and steamed up the bay, *Metacomet* and rebel gunboat off our port bow. At 8:50 gunboat lowered her flag and the stars and stripes hoisted. At 9:30 ram came up the bay to attack fleet. The *Monongahela* ran at her at full speed. Ram passed her starboard bow and fired into her, the *Monongahela* returning the fire; both vessels at close quarters. Ram then came to close quarters with monitors. The *Hartford* ran at her, firing several guns and shooting away ram's flagstaff. At 9:45 the monitor shot away ram's smokestack, also put a shot through the ram. At 9:55 the ram retreated toward Fort Morgan badly crippled, not able to fire her guns, monitor in pursuit. At 10 ram between two monitors. At 10:08 ram hoisted white flag. At 10:15 stars and stripes hoisted on ram and monitor had her in tow steaming up to flagship. At 10:15 *Hartford* made general signal. At 10:45 *Richmond* and *Lackawanna* anchored near *Hartford*. *Philippi* in flames. We anchored in fleet. At 11:30 got underway and steamed up the bay in chase of rebel steamer. *Metacomet* off starboard quarter. From 12 to 4 p. m.: Steaming up in the bay, in company of *Itasca*, discovered two small sloops standing up the bay. Stood for one; fired two rounds from Parrott gun; schooner came alongside; proved to be the *Corina*, of and from Mobile; took her in tow. At 3 stopped for *Octorara* to come up with us. At 3:30 stood up the bay; discovered several rebel steamers off Dog River Bar. From 4 to 6 p. m.: At 4:15 steamed back to the southward and eastward after the *Octorara*. Saw the smoke of nine steamers near Dog River Bar. From 8 to midnight: Holding position about 2 miles up the bay. At 11:25 heard heavy firing in the direction of Fort Morgan. NOTE.—At 7:20 (a. m.) the monitor *Tecumseh* was sunk by a torpedo to westward of the black buoy; nearly her whole crew perished.

August 6.—From 12 to 4 a. m.: The *Octorara* opened fire on a steamer running up the bay making black smoke. Immediately gave chase and opened fire. Continued the chase. At 2:30 a. m. fired 6 rounds from XI-inch gun and 14 rounds from the Parrott. At 4 a large fire toward the city of Mobile.

August 7.—At 11:25 a. m. called all hands and read congratulatory letter from Admiral Farragut to the fleet, also general order for prayers in consideration of the victory over our enemy; after which read prayers and mustered the crew.

August 8.—At 10 a. m. the rebel flag was hauled down on Fort Gaines and the stars and stripes run up. All ships manned rigging and gave three cheers.

August 9.—The rebel gunboat *Gaines* was fired at about 8 a. m. and destroyed. At 9:20 the army transports landing troops to the eastward of Fort Morgan, *Metacomet*, monitor *Manhattan*, and *Octorara* covering the landing. At 10:30 three tugs arrived. Admiral Farragut went on board one of the tugs and stood down toward Fort Morgan. *Lackawanna*, *Selma*, *Monongahela*, and *Manhattan* opened fire on the fort. At 11 a small sloop came off from the fort; *Itasca* took her in tow and stood for the *Hartford*. At 11:20 the *Galena* stood toward the fort and opened fire, fort replying very slowly. At 1 p. m. ships ceased firing in the fort, and an army steamer communicated with the fort by flag of truce. The ram *Tennessee* towed into position in Main Ship Channel opposite Fort Morgan. Troops successfully landed to the eastward of the fort. At 2:30 the *Manhattan* anchored near *Hartford*. Flag-of-truce boat came out and communicated with *Hartford*. Ram *Tennessee* moved in toward Fort Morgan. *Hartford* made signal to *Manhattan*, *Octorara*, and *Port Royal* to give immediate assistance. Also signal to *Richmond* and *Ossipee* to follow the flagship. *Manhattan* steamed for Fort Morgan. At 3:30 the *Seminole* got underway. At 3:45 *Hartford* and *Octorara* got underway and all steamed for Fort Morgan. At 4:20 the *Hartford* anchored about 3 miles from Fort Morgan and made general signals. At 4:35 the *Richmond*, *Galena*, *Monongahela*, *Seminole*, *Port Royal*, *Hartford*, monitors *Manhattan* and *Chickasaw* got underway and stood in for fort. At 5 *Chickasaw* fired three guns into Fort Morgan. *Hartford* made general signals. At 6:15 made signal to *Hartford* and stood to northward.

August 11.—At 5 a. m. got underway and stood to the north a short time. Took in tow a sloop with refugees from Mobile. The large fire near Point Clear proved to be burning turpentine distillery.

August 13.—At 3:40 a. m. discovered the building to the north of Fort Morgan to be on fire. At 4 heavy fires burning at Fort Morgan, the buildings all in flames. At 7:30 very heavy rain. At 9:45 the ram *Tennessee* fired a gun at Fort Morgan. At 2:30 stood toward the fleet. At 2:50 came to anchor. *Tennessee* commenced shelling Fort Morgan. At 3:30 Fort Morgan opened a brisk fire upon the *Tennessee*. At 6:30 ironclads firing steadily at Fort Morgan, landing shell in the fort nearly every time. From 8 to midnight: Monitors firing occasionally at the fort.

August 14.—Midnight to 4 a. m.: Ironclads firing on Fort Morgan at intervals. At 10 ironclads ceased firing. At 5 p. m. ironclads commenced firing upon the fort. From 8 to midnight: Monitors firing on Fort Morgan at intervals.

August 15.—From midnight to 8 a. m.: Ironclads shelling Fort Morgan. From 8 to midnight: Monitor *Manhattan* firing on Fort Morgan.

August 16.—From meridian to 4 p. m.: Land batteries firing on Fort Morgan. At 7 p. m. mortar battery ceased firing on Fort Morgan. *Winnebago* took position near the fort. At 10 p. m. came to with port anchor. Shelling Fort Morgan from our batteries and monitors.

August 17.—At 6 p. m. batteries on shore fired several rounds on Fort Morgan.

August 19.—From 4 to 8 a. m.: *Manhattan* fired a few shot on Fort Morgan.

August 22.—At 5 a. m. heavy and rapid firing commenced in the direction of Fort Morgan, smoke of the exploding shells plainly visible. At about 7 firing ceased; recommenced at 8.

August 23.—From 4 to 8 a. m.: Firing in the direction of Fort Morgan. At 10:15 batteries in the direction of Apalachee were firing.

August 24.—At 9:30 a. m. inspected crew at quarters. Firing from the rebel batteries. At 10 the *Metacomet* got underway and stood in for the batteries. Discovered a small sloop boat standing out from the city with a flag of truce. At 1 p. m. a boat from the *Metacomet* communicated with the flag-of-truce boat. At 1:15 the flag-of-truce boat stood back to Mobile. At 5 *Genesee* came to about 3 miles below us. At 5:15 got underway and communicated with her; ascertained that Fort Morgan had surrendered. At 8:45 several rounds fired from rebel batteries.

August 25.—From 4 to 8 a. m.: Rebels appear to be placing obstructions; one bearing S. E. by S. from square white steeple. From 8 to meridian: Rebels fired a number of shots from Choctaw Point battery. At 1:40 p. m. fired a gun from the rebel ironclad and hoisted a white flag; also discovered a boat standing out from the batteries bearing a flag of truce. Boat from the *Genesee* went in and communicated with her.

September 16.—At 1 p. m. a flag-of-truce boat came out and communicated with a boat from the *Octorara*. At 2:30 communication again between boats from the *Octorara* and rebel ram. Discovered a steamer coming up the bay. At 6 p. m. a flag-of-truce boat from one of the rebel ironclads came out and communicated with a boat from the *Octorara*.

September 17.—From 4 to 8 p. m.: The rebel ironclad ram *Nashville* steamed out from the eastern shore and went up Spanish River. *Metacomet* stood across to the eastern shore.

October 7.—At 4:30 p. m. the U. S. S. *Tritonia* stood to Fort Gaines, having the admiral on board. Discovered a fire on the land near Cedar Point. Tinclad No. 48 stood in and fired a few rounds in that direction, which was replied to by a battery from shore.

Abstract log of the U. S. S. *Laokawanna*, Captain J. B. Marchand, U. S. Navy, commanding.

August 5, 1864.—Mobile Bay. At 4 a. m. hove short, gave the men breakfast. At 5 a. m. the *Seminole* came alongside and was lashed to our port quarter. Got underway in obedience to signal. Cleared ship for action and stood into the main ship channel, following after the *Richmond* in line of battle. At 6:50 abreast of Sand Island. At 7:02 Fort Morgan opened fire. At 7:15 *Brooklyn* (leading) opened fire on Fort Morgan. At 7:32 we opened fire on Fort Morgan with No. 2 rifle. At 7:36 general signal. At 7:45 we were abreast of Fort Morgan; 7:55 passed Fort Morgan, going full speed. At 8:40 steaming up Mobile Bay astern of the *Richmond*. Passed the rebel ram *Tennessee* and gave her a broadside. At 9 permission was given to anchor, but soon after ram *Tennessee* was seen standing toward fleet. Flagship made signal 698 to us and to *Monongahela*. We steamed toward ram. At 9:45 butted him fair at junction of casemate with deck; backed off from ram. She swung round and fired one round into

our bows. All the vessels firing at ram. At 9:50 collided with *Hartford*. At 10 *Tennessee* surrendered. Gunboat *Selma* surrendered also. Confined Thomas Sutton, seaman, in irons for insubordination. We had 4 killed and 35 wounded. Came to anchor at 10:50. We were hulled five times and had cutwater carried away.—FRANK WILDES, *Ensign*.

August 13.—At 3:45 a. m. saw the outbuildings adjoining Fort Morgan on fire. From meridian to 4 p. m. ironclad ram *Tennessee* engaged in shelling Fort Morgan. At 4:30 p. m. the *Tennessee* ceased firing and hauled off. From 6 to 8 p. m.: *Winnebago* shelling Fort Morgan.

August 14.—From 4 to 6 p. m.: *Chickasaw* opened fire on Fort Morgan and carried away the flagstaff.

August 15.—From 8 to midnight: The *Manhattan* and shore batteries opened fire on Fort Morgan. The fort returned the fire.

August 16.—From 6 to 8 p. m.: The *Winnebago* stood inshore and opened fire on Fort Morgan.

August 22.—At 4:25 a. m. hove short. At 4:30 sighted anchor and stood in direction of Fort Morgan. At 5:30 came to with starboard stream anchor in 17 feet of water and Fort Morgan bearing by compass S. S. E., distant 2 miles. Batteries inshore, with several ships of the fleet, engaged shelling Fort Morgan. From 8 to meridian continued shelling the fort.

August 23.—Midnight to 4 a. m.: Large fire bearing inside Fort Morgan during the watch. At 6 a. m. saw a large fire burst out in Fort Morgan. At 6:45 enemy in Fort Morgan hoisted a flag of truce. *Chickasaw* and army boat went in near Fort Morgan and communicated. At 2 p. m. Fort Morgan surrendered and hoisted the United States flag. Fired a salute.

Extract from journal of Captain Marchand, U. S. Navy, commanding U. S. S. *Lackawanna*.

March 13, 1864.—Blockade of Galveston. At about 5 in the afternoon the *Ossipee*, with Captain Gillis, left for the blockading force off Mobile and I assumed command of the western division of the blockading squadron, which now becomes the Third Division. It embraces the whole coast of Texas and the western part of Louisiana and is composed of the following vessels: At Sabine Pass, steamer *Princess Royal*, Commander M. B. Woolsey; steam gunboat *Chocura*, Lieutenant-Commander B. Gherardi; steamer *Antona*, Acting Master A. L. B. Zerega. At Galveston, steam sloop *Lackawanna*, Captain J. B. Marchand (chief); steam gunboat *Owasco*, Lieutenant-Commander E. W. Henry; steam gunboat *Kanawha*, Lieutenant-Commander B. B. Taylor; steam gunboat *Cayuga*, Lieutenant-Commander W. H. Dana. At San Luis Pass, steamer *Virginia*, Acting Volunteer Lieutenant C. H. Brown. At Brazos River, steam gunboat *Penobscot*, Lieutenant-Commander A. E. K. Benham; steam gunboat *Aroostook*, Lieutenant-Commander C. Hatfield. At Pass Cavallo, steamer *Estrella*, Lieutenant-Commander A. P. Cooke. From Pass Cavallo to the Rio Grande, steam gunboat *Sciota*, Lieutenant-Commander G. H. Perkins. Patrol of whole coast of Texas, etc., steamer *Arkansas*, Acting Volunteer Lieutenant D. Cate.

March 14.—A few minutes before the past midnight the *Aroostook* [arrived] from the Brazos River and anchored. The little schooner which arrived yesterday was a prize to her, being the *Marian*. Early this morning the latter, at anchor half a mile from us, made signal of distress, and the *Aroostook* going, found her in a foundering condition. Her cargo, consisting of a few sacks of salt and some bars of iron, was taken out and she was sunk in $4\frac{1}{2}$ fathoms water.

March 15.—A little before 4 in the morning one of our blockading vessels, the *Aroostook*, which was to have come near at daylight, was reported to me as being underway inside of us and anchored outside. At daylight it was discovered to be the U. S. gunboat *Katahdin*, Lieutenant-Commander John Irwin, from New Orleans, to join the blockade of this place. Toward 8 in the morning he called upon me and reported.

March 18.—About 1 o'clock in the morning, whilst the *Katahdin* and *Kanawha* were chasing the coal schooner, we saw with perfect distinctness a small steamer, which we supposed to be one of the rebel picket boats, inside of the bar and running up the channel toward Galveston, and, as they are nightly seen, we entertained no uneasiness as to its being a blockade runner; but still it seemed singular she should come so far down when the night was so perfectly clear and moonlight, for we could see distinctly the city of Galveston, the land, forts, and even the *Harriet Lane* above Pelican Spit. Shortly after the supposed rebel picket steamer had passed up, the *Sciota*, stationed at Cylinder Channel, made signal that a steamer was running out and stood to the S. and W. By that time the *Katahdin* and *Kanawha* were well back to their stations and could see anything going out, so the *Lackawanna* was not moved, and I soon found, I afterwards learned, that it was an object on shore that was seen which caused the signal to be made. Three o'clock in the morning passed before I lay down to rest. On going on deck after 8 in the morning discovered that a small steamer was near Fort Point, a stranger to us, with English colors, and she must have run the blockade the past night, and probably have been the one which we supposed to be the rebel picket boat, although subsequently to-day I was told by the pilot of the *Sciota* that last night he saw four rebel picket boats between the beacon and Pelican Spit. If it was the blockade runner that we saw running in the past night, taking her to be a picket steamer, she must have followed close along the land from the southward and westward and skirting along the outer edge of the ———, entered the Main Ship Channel unperceived whilst the *Kanawha* and *Katahdin* were chasing the coal schooner. Another supposition is that she followed close along the coast, entered by the Southwest Channel, and that the unusual number of the enemy's steam pickets were in the outer channels to attract our attention from her. At all events, it is mortifying that a vessel has gotten in. In the forenoon I took passage in the *Sciota*, skirting along the reef to Bolivar Island to have a close inspection of the blockade runner, which had shifted her berth to Pelican Spit; also to examine the rebel forts, as well as to get a more perfect knowledge of the localities, and on returning along the edge of the shoal the *Sciota* grounded on a spit, but was gotten off in an hour by carrying out a hawser and kedge, assisted by the *Kanawha*.

March 26.—They brought information that the *Clifton*, which formerly was one of the gunboats and captured by the enemy on the

attempted invasion at Sabine several months ago, had attempted to run out of Sabine River, laden with cotton, and grounded on the bar, and to prevent her falling into the hands of our blockading boats was set on fire and burned. It was the cotton from the *Clifton* that drifted by the ship, as noted in my remarks of the 23d instant.

April 4.—Shortly before the past midnight the *Kanawha*, stationed a little to the west of the Main Ship Channel, made signal that a vessel was coming out. She was gotten underway, as was the *Sciota*, anchored off the Southwest Channel. Subsequently I learned that the *Kanawha* was delayed in slipping her cable and lost sight of the blockade runner in the darkness of the night, whilst the *Sciota*, keeping her in sight with the aid of sail and steam, overtook her after running two and one-half hours and 25 miles on a S. by W. course, capturing her. This afternoon she towed the prize near this ship and anchored her. The blockade runner is the rebel schooner *Mary Sorley*, formerly the U. S. revenue cutter *Dodge*, seized by the rebels at Galveston at the commencement of the rebellion in Texas. By her register she appears to be owned by Thomas W. House, of Houston, Tex., and belongs to Galveston. She is 75½ tons burden, laden with 257 bales of cotton; was bound to Havana, commanded by Charles Diericks, with a crew of 7 persons and 2 passengers. During the chase last night, at 1 a. m. we saw the flash and heard the report of a cannon fired at the blockade runner by the *Sciota*; but the capture was made beyond signal distance of the blockading squadron. In the early part of the afternoon the U. S. gunboat *Kineo*, Lieutenant-Commander John Watters, arrived from New Orleans to join the blockade of the Texan coast.

April 5.—At the break of day a boat came off from Galveston to the *Kineo*, at anchor to the westward of the Main Ship Channel, having on board 7 persons, viz, Antonio Orluffs, Peter Berg, Frederick Rudolph, Martin Rieke, deserters from the rebel First Texas Artillery (Colonel Cook's), and Henry Axtram and Frederick Hahn, of the rebel Army (butchers), and Frank Teichman, carpenter, of Galveston, a minor. They gave the information that the British blockade-running steamer *Isabella* was to run out laden with cotton to-morrow night; that the only two schooners laden and ready to run out were those in sight from the blockading vessels now at anchor off Pelican Spit, the names of which were *Tip Top* and *Higher*; that the rebels had abandoned the idea of loading with cotton and sending to sea the bark *Cavallo*, having discharged her crew, or, rather, sent her to Houston; that several cotton-laden schooners had gone through West Bay to try and run out at San Luis Pass and were accompanied by one or more schooners armed with 12 or 24 pounders and each a crew of about 40 soldiers, with the deck covered with bales of cotton to make them resemble blockade runners to prevent the schooners from being cut out by the boats of the blockading vessel, as was done on a former occasion, or to capture our blockading steamer either by stratagem or boarding. They further represent that the guns of the *Harriet Lane* were taken out and are mounted on the fort at Bolivar Point, and that within the last few weeks cotton has been taken on board of her, and that she will be loaded and run out some time this week under command of a man named Maynard, who successfully ran a schooner through the blockading squadron in daytime a short period before the arrival of the *Lackawanna* here. The *Harriet Lane* is to be piloted out by a man named Davidson, who some time ago was captured in a

blockade runner and released from Fort Lafayette on taking the oath of allegiance to the United States.

April 14.—In the forenoon the *Katahdin* came from her station at the N. E. end of the blockading line, bringing 7 deserters from the rebel Army, namely: Eugene Picard, Lewis Bechet, Alphonso F. Rogers, Felix Loving, Francis Souffloit, John B. Nivard, and Francis Bouton, all Frenchmen, who had some eleven months ago come from Texas and settled in Brownsville, from which they were conscripted into the rebel Army a short time before our Army occupied that place. These deserters started in a canoe from the rebel fort, Mannahassett, 7 miles southwest of the Sabino Pass, for our blockading vessels off that place, but bad weather setting in they were compelled to run along the coast 46 miles to the blockading vessels here.

April 15.—In the early part of the afternoon two deserters from the rebel Army came off to the squadron. Their names were Richard Allen and Matthew Dullaghan, belonging to the Eighth Texas Regiment, stationed on Bolivar Island. They are Irishmen by birth, and came off in an old boat which had on two former occasions brought off deserters and set adrift on each occasion. They report that our blockading vessel off San Luis Pass captured a schooner having liquor on board, and the prize crew getting drunk, the old crew rose and took her into San Luis Pass.

April 16.—The admiral brought the report from Acting Volunteer Lieutenant [C. II.] Brown, of the *Virginia*, that, through drunkenness, a schooner which he had captured was run ashore a short distance from San Luis Pass, and that 1 acting ensign and 5 men forming the crew were captured by the rebels.

April 20.—Acting Volunteer Lieutenant Brown, of the *Virginia*, reported to me that on yesterday he captured the Mexican schooner *Alma*, off San Luis Pass, and laden with gunny bags, iron hoops, army blankets, etc., and sent her to New Orleans; the vessel and cargo supposed to be worth \$2,500.

April 22.—The *Kineo* came from her station to say that the *Owasco* was nearly out of coal, and she returned to San Luis Pass. To-morrow the latter vessel will be relieved. These two vessels captured a schooner yesterday.

April 24.—I mentioned yesterday that the *Owasco* arrived from the Brazos River, and owing to the gale no intercourse was had with her; but the sea being smooth, her commander, Lieutenant-Commander Henry, who is confined to his bed by rheumatism, wrote me that he had made three captures, viz: British schooner *Lily*, on the 17th instant; the *Fanny*, on the 19th; and the English schooner *Laura*, on the 21st, all bound into the Brazos River from Havana.

April 29.—The following are the vessels now under my charge in various places along the coast: Steam sloop *Lackawanna*, Captain J. B. Marchand; steamer *Princess Royal*, Commander M. B. Woolsey; steam gunboat *Owasco*, Lieutenant-Commander E. W. Henry; steam gunboat *Chocura*, Lieutenant-Commander B. Gherardi; steam gunboat *Katahdin*, Lieutenant-Commander John Irwin; steam gunboat *Kineo*, Lieutenant-Commander John Watters; steam gunboat *Kanawha*, Lieutenant-Commander B. B. Taylor; steam gunboat *Cayuga*, Lieutenant-Commander W. H. Dana; steamer *Estrella*, Lieutenant-Commander A. P. Cooke; steamer *Arizona*, Acting Master H. Tibbits; steamer *New London*, Acting Master Lyman Wells; steamer *Virginia*,

Acting Volunteer Lieutenant C. H. Brown; steamer *Augusta Dinsmore*, Acting Volunteer Lieutenant William Hamilton; steamer *Gertrude*, Acting Master H. C. Wade.

April 30.—This morning at daylight the *Katahdin* was not in sight, and at breakfast time the *Kineo* came near and the captain called, reporting that a schooner had succeeded in running in last night from the southward and westward, through the Main Ship Channel; that he slipped and ran in as far as he could without firing, for fear of drawing the other vessels from their stations, but the schooner was too far in and he sent a boat to capture her, but which ineffectually chased until near Fort Point, and that in attempting to regain his cable the slip rope parted and the chain dropped to the bottom. Soon after the *Kineo* stood to the southward and westward and after awhile returned with the *Katahdin*. Lieutenant-Commander Watters, of the *Kineo*, then reported that the *Katahdin* had chased a steamer which came out of Galveston at 10 last night, kept her in sight for two hours, and, losing her, cruised about 40 miles off to the S. S. W. I really do not know what steamer could have come out last night, and fancy that it must have been one attempting to run in, as the three steamers we are watching, viz: *Harriet Lane*, *Isabel*, and *Alice*, seem still to be lying near Pelican Spit, and those are the only sea steamers known to be in Galveston.

May 1.—A day of intense mental suffering to me, as the *Harriet Lane* and the two other steamers, *Alice* and *Isabel*, escaped last night from Galveston. The escape was unknown to me until daylight this morning, and then only by their not being seen at their usual place. At the same time the *Katahdin* was absent from her station, having in all probability gone in chase during the night. I should have mentioned that last night, until midnight, it was very dark, cloudy, and somewhat squally, with rain. The wind, which at 9 p. m. last night, was moderately fresh from the eastward, after veering to the southward, came out fresh from the westward at 11 at night and hauled to the north. It was just such a night as suited for running the blockade. The *Owasco* was stationed off Bolivar Passage; the *Arizona* off the north part Cylinder Channel, the *New London* off the south part of the same channel, the *Lackawanna* on eastern side of Main Ship Channel, the *Kineo*, underway, apparently, till nearly midnight, at entrance of Main Ship Channel, and the *Katahdin's* regular night station at South West Channel. The *Arizona*, *New London*, and *Kineo* were in sight from the *Lackawanna* all night. The darkest part of the night, and the time those vessels could have run out without being seen by the *Arizona*, *New London*, *Lackawanna*, and *Kineo*, was between 7 and 11:15 o'clock the past night. At about the latter hour the discharge of a couple or three heavy guns was heard in a direction about S. S. W., and the flash also seen, but that was doubtful, as frequent lightning flashed in all directions. It is supposed that between 9 and 10 o'clock the *Alice*, *Isabel*, and *Harriet Lane* followed each other through the South West Channel (which was supposed not to have sufficiently deep water for the *Harriet Lane*); that the *Katahdin* gave chase to the first comer and, leaving the channel unguarded, the others passed unobserved. This, however, is but a surmise, as the *Katahdin* has not yet (9 p. m.) returned. I am in ignorance of the time the *Katahdin* left, as she did not, in conformity with the rules of the blockade, burn the blue Coston light indicative that a vessel was coming out of that

channel, nor did she hoist a red light to show that she was in chase. I should have stationed the *New London* on her arrival on the 26th ultimo to the southward and westward to assist the *Katahdin* and *Kineo*, although the distance to be watched is little more than half that assigned to the *Arizona* and *Owasco*, as the probabilities were greater that the attempt to run out would be made through the Main Ship and South West channels, but a few days previous the rebels had planted a large buoy, apparently near Bird Key, and I was apprehensive that an attempt would be made through Cylinder Channel. From all information I was led to believe that the *Harriet Lane* drew 9 or 9½ feet water, and as the Main Ship Channel could only afford that draft, it was watched with the greatest intensity, and the *Lackawanna* was kept near to give chase, as she possessed the greatest speed.

May 2, 1864.—At daylight 8 deserters from the rebel Army, viz: Bernard Aysen, William Koch, Oscar Meano, Julius Ludwig, Anton Hess, August Hammon, John G. Rear, and Henry Cook, came off near the South West Channel. They brought no news of interest except that the *Harriet Lane*, *Alice*, and *Isabel* succeeded in running out on Saturday night last, confirming our belief. Had I been certain yesterday morning that the *Harriet Lane* had gotten out, I would have sent another vessel after her. The *Katahdin* is still absent, having left sometime on Saturday night, doubtless in pursuit of the other steamers which then ran out. The deserters say that a schooner attempted to go out the same night, but grounded near Fort Magruder.

May 4.—In the morning a schooner came from the southward and westward, which proved to be the British schooner *Agnes*, captured by the *Chocura* in running out of the Brazos River on the morning of the 3d instant, laden with 155 bales of cotton. She proceeded onward toward New Orleans.

May 5.—The Army transport steamer *Sophia* arrived from Pass Cavallo and the Brazos River, bringing dispatches for me from the vessels below, amongst others, information that the *Chocura* had captured the Prussian schooner *Frederic II* on the 4th instant, having come out of the Brazos River with 114 bales of cotton. The *Virginia* also came up for a few minutes from San Luis Pass and reported her having captured the schooner *Experiment*, which had run the blockade to Galveston with 31 bales of cotton, and that the vessel being unseaworthy, the cargo was taken out and the schooner burned.

May 6.—I neglected to mention that yesterday at daylight a strange steamer *Coroica*, or else *Mail*, with English colors flying, was seen in the bay, which had run the blockade unseen during the preceding night.

May 11.—Besides the foregoing, there went, much to my convenience, Mr. A. M. Hobbs and Mrs. Ball, who came to this ship on the 20th ultimo. They both occupied my small cabin. They came under permission of the admiral, to try and arrange with a Mr. J. D. Champlin, of Houston, to run out the *Harriet Lane* to us, and they to have the cargo of cotton. Mrs. Ball was to personate Mrs. Champlin, who is sick in Tennessee, as an excuse for Mr. Champlin to come out and make the necessary arrangements. But the letter by the flag of truce remained unanswered. Should Mr. Champlin come out, I am to get a letter from him on the subject of the purchase of the *Harriet Lane*, now supposed to be in Havana, and about running out the barks *Cavallo* and *Elias Pike* here and the *Sachem* at Sabine Pass, and send

the letter to A. M. Hobbs, care of True Delta Office, New Orleans. The name signed by Mr. Hobbs to the letter sent to Mr. Champlin to induce him to come out to see his sick wife was Samuel French.

May 12.—Acting Master Lyman Wells, commanding the *New London*, on the following morning, the sea then being smooth, sent in a flag of truce, which was met by a boat, when the information was obtained that on the 6th instant an attack was made from the land by rebel soldiers and both the *Granite City* and the tinclad (*Wave*) were captured. Nothing could be learned as to the mode of capture or loss of life. Information was further obtained that when the armed boat from the *New London* ran into the Calcasieu and approached the *New London* the rebel flag was flying at the peak, and that the officer of the boat, as well as the boat's crew, [thought] that those on board the *Granite City* were making fun of them, and that the officer of the boat, Mr. Jackson, fired a musket, upon which musketry was opened upon the boat, and the first shot struck Mr. Jackson in the head, killing him instantly; none others were injured. Subsequently, to-day, I learned from a rebel Army deserter that the capture was made by a detachment from Colonel Griffin's command from the Sabine Pass of about 200 men, having no cannon, whilst the crews of the *Granite City* and *Wave* were fishing and amusing themselves ashore. During the day I also received by a flag of truce newspapers of yesterday printed in Galveston, wherein it was mentioned, under head of "Houston, May 10, 1864, 107 privates, 23 officers, and 3 niggers (Yankees), captured by Colonel Griffin on gunboats at Calcasieu, arrived here to-day from Beaumont by rail." I immediately ordered the *New London* to proceed to the blockade of Calcasieu, reporting to Commander Woolsey on the way, and she started back for that place soon after 12 o'clock the past night. This morning I also sent the *Owasco* for the same purpose. Neither the *Granite City* nor *Wave* had ever reported to me as belonging to this division, and I was almost ignorant of the location of the *Granite City* when I sent the *New London*, and knew nothing about the tinclad being in Calcasieu.

May 14.—A small rowboat, with flag of truce flying, came to the beacon, and a boat from the *Sciota* communicated with her, delivering the letter which I tried to send in yesterday and bringing late Galveston and Houston newspapers and letters from Acting Master C. W. Lamson, late commanding the U. S. S. *Granite City*; Acting Master Charles Cameron, late of the *Wave*, and M. F. Rogers and M. F. Fitzpatrick, and one signed with the Christian name of Arthur (directed to Mrs. Laurence Lemhan, New Orleans), formerly belonging to those vessels, all to the friends or relations. Mr. Lamson says nothing in relation to the capture of these two vessels. Mr. Cameron says that 2 were killed and 8 wounded on board the *Granite City* and 7 wounded on board the *Wave* at the time of the capture. Fitzpatrick wrote that none of the officers was hurt, except one. The above-mentioned Michael F. Rogers was second assistant engineer of the *Wave*, and writes that that vessel was surprised. The letters were all dated 12th instant, and the writers unite in saying that they were on the eve of starting as prisoners for confinement at Hempstead, in Texas. The Galveston and Houston newspapers brought off by the flag of truce give some accounts of the capture of the *Granite City* and *Wave*. Colonel Commanding W. H. Griffin dates a dispatch, "Headquarters, Sabine Pass, on board C. S. (late

U. S.) steamer *Granite City*, Calcasieu, May 6, 1864. Dear General (P. O. Hébert): I attacked the enemy this morning and captured two gunboats, the *Granite City* and *Wave*, 16 guns, and about 80 prisoners." A correspondent of the Galveston News writes that "the attack on the gunboats was made on Friday, 6th instant, a little after 5 a. m., Lieutenant-Colonel Griffin, commanding. Our force consisted of parts of Griffin's, Spaight's, and Daly's battalions and of Captain Creuzbaur's battery of 4 guns. The Federals had no steam up and were caught napping, but fought for about one hour, when they surrendered. Our casualties are 10 killed and 16 wounded. The Federals had only 1 man wounded, since dead; 28 of them were absent from the boats, but surrendered afterwards. The *Wave* is a stern-wheel steamboat, mounting 8 guns, badly used up by Captain Creuzbaur's guns. The *Granite City* is a side-wheel steamer, two-decked, an iron ram, having six guns below and two on the upper deck. Captain Loring was in command of the Federals." The rebel officer who came out in the flag of truce boat would give no information in relation to the capture of the *Granite City* and *Wave*.

May 17.—Received orders from the admiral to turn over command of the Third Division to Commander M. B. Woolsey, of the *Princess Royal*, and repair with the *Lackawanna* off Mobile, as a threatened onslaught is making on our fleet there by the ironclad ram from Mobile Bay. About 9:30 p. m. the U. S. S. *Princess Royal* arrived from Sabine Pass. Commander Woolsey came on board, and to him turned over command, with all the papers.

May 20.—The Mobile blockade is composed as follows: Steam sloop *Richmond*, Captain Thornton A. Jenkins; steam sloop *Lackawanna*, Captain J. B. Marchand; steam sloop *Ossipee*, Commander William E. Le Roy; steam sloop *Seminole*, Commander Edward Donaldson; steam sloop *Oneida*, Lieutenant-Commander W. W. Low; steam double-ender *Metacomet*, Lieutenant-Commander James E. Jouett; steam gunboat *Genesee*, Lieutenant-Commander Edward C. Grafton; steam gunboat *Pembina*, Lieutenant-Commander L. H. Newman.

May 30.—The following vessels are here: Steam sloop *Hartford*, Captain P. Drayton, with Admiral Farragut; steam sloop *Richmond*, Captain T. A. Jenkins; steam sloop *Lackawanna*, Captain J. B. Marchand; steam sloop *Ossipee*, Commander W. E. Le Roy; steam sloop *Seminole*, Commander Donaldson; steam sloop *Galena*, Lieutenant-Commander C. H. Wells; steam sloop *Oneida*, Lieutenant-Commander W. W. Low; steam sloop *Monongahela*, Lieutenant-Commander J. H. Gillis; steam double-ender *Metacomet*, Lieutenant-Commander J. E. Jouett; steam gunboat *Genesee*, Lieutenant-Commander E. C. Grafton; steam gunboat *Pembina*, Lieutenant-Commander L. H. Newman; steam gunboat *Kennebec*, Lieutenant-Commander W. P. McCann; steamer *Penguin*, Acting Volunteer Lieutenant J. R. Beers; steamer *Tennessee*, Acting Volunteer Lieutenant Pierre Giraud.

June 1.—Blockade of Mobile. The fleet here is the largest I have ever been in whilst maneuvering. Composing it are the steam sloop *Hartford*, Captain P. Drayton, with the admiral; steam sloop *Richmond*, Captain T. A. Jenkins; steam sloop *Lackawanna*, Captain J. B. Marchand; steam sloop *Brooklyn*, Captain James Alden; steam sloop *Ossipee*, Commander W. E. Le Roy; steam sloop *Seminole*, Commander E. Donaldson; steam sloop *Galena*, Lieutenant-Commander C. H.

Wells; steam sloop *Oneida*, Lieutenant-Commander W. W. Low; steam sloop *Monongahela*, Lieutenant-Commander J. H. Gillis; steam double-ender *Metacomet*, Lieutenant-Commander J. E. Jouett; steam double-ender *Port Royal*; steam gunboat *Genesee*, Lieutenant-Commander E. C. Grafton; steam gunboat *Pembina*, Lieutenant-Commander L. H. Newman; steam gunboat *Kennebec*, Lieutenant-Commander W. P. McCann; steam gunboat *Pinola*, Lieutenant-Commander O. F. Stanton; steamer *Penguin*, Acting Volunteer Lieutenant J. R. Beers; steamer *Tennessee*, Acting Volunteer Lieutenant Pierre Giraud; gunboat *Conemaugh*, Lieutenant-Commander J. C. P. de Krafft, commanding second division.

June 6.—About 2:30 this morning signals were seen to the N. and E. of an attempt to violate the blockade, and at daylight the *Metacomet* was missing from her station. In the forenoon she returned, bringing as a prize the steamer *Donegal*. It seems the prize attempted to run in, but, being seen and headed off, was pursued and captured by the *Metacomet*. The cargo consisted of 40,000 pounds of powder, medicines, and various contraband of war shipped at Havana.

June 11.—The blockade running is brisk. One instance was mentioned as having occurred at 11 last night, another took place toward 2 this morning, toward the N. E. end of the line, which was seen by one or two of the blockading vessels, who gave unsuccessful chase. The prize steamer *Donegal*, captured yesterday morning by the *Metacomet*, left for the North.

July 1.—During the past night signal was made of a blockade runner, and guns were fired. At daylight a blockade-running steamer of large size was seen ashore apparently a mile to the eastward of Fort Morgan, and throughout the day the gunboats went near and kept up an irregular fire upon her. The admiral himself went pretty near in the *Glasgow*, and, after taking a look, communicated with the firing vessels, after which a little more firing took place. I did not learn the reason that the firing ceased, as at dark the blockade runner was aground in the same place.

July 4.—Early in the afternoon several of the fleet, and this ship among the rest, ran in for a couple of hours, fired at the blockade-running steamer aground east of Fort Gaines. We were at too great range, and do not think that a shot struck her. Fort Morgan and various fieldpieces on shore fired in return without effect. The unknown shoalness of the water prevented our going closer in.

July 6.—About the past midnight an expedition consisting of three boats from the *Hartford* and one from the *Brocklyn*, towed in by a gunboat, boarded the blockade-running steamer aground to the east of Fort Morgan, found that her cargo and every portable thing had been removed on shore, and that several shot holes had been made in her hull by our fleet, causing her to sink in 6 feet water. The boarding party found no persons on board, but were fired at by sentinels on the beach 15 or 20 yards off without effect. They set her on fire in the fore-castle and cabin and left. She burned for a few hours; but as she is an iron vessel, the conflagration was not very magnificent.

July 10.—About the past midnight signal was made that a blockade runner was going to the northward and eastward, but no firing by our vessels. Yet it seems that about daylight one succeeded in passing through our lines, when seven steamers were watching, and in attempting to go through the Swash Channel grounded. Toward 7 in the

morning signal was made to some three or four of our vessels to go in, which did so and for a couple of hours shelled the vessel, and, as she was aground near Fort Morgan, that fort replied. After breakfast I called on the admiral and obtained permission to go in. We took a position somewhat nearer and threw shell around and far over her, making good shots, and from the fact of the rebels getting her afloat while we were firing and running her still farther ashore, the admiral thought we had inflicted a serious injury, particularly from a 150-pound shell striking her forward. We sustained no injury from the guns of Fort Morgan, although one shot struck the water under our bows.

July 12.—At daylight it was noticed that the blockade-running steamer which had been aground yesterday close to Fort Morgan had floated off and was at anchor inside of the bay, with English and rebel flags flying. The army transport *Clyde* arrived from New Orleans, having on board the chief of staff of General Canby to make arrangements with the admiral about an attack on Mobile. It is said that 20,000 soldiers are ready at New Orleans for the expedition, and that two ironclads are at New Orleans and two at Key West, which, with the one at Pensacola, are to reinforce the fleet upon the contemplated attack.

July 20.—The following vessels are here: Steam sloop *Hartford*, Captain P. Drayton, with the admiral; steam sloop *Richmond*, Captain T. A. Jenkins; steam sloop *Lackawanna*, Captain J. B. Marchand; steam sloop *Brooklyn*, Captain J. Alden; steam sloop *Monongahela*, Commander J. H. Strong; steam sloop *Ossipee*, Commander W. E. Le Roy; steamer *Bienville*, Commander J. R. M. Mullany; steam sloop *Seminole*, Commander E. Donaldson; steam sloop *Oneida*, Commander T. H. Stevens; steam monitor *Manhattan*, Commander J. W. A. Nicholson; steam sloop *Galena*, Lieutenant-Commander C. H. Wells; steam double-ender *Metacomet*, J. E. Jouett; steam double-ender *Port Royal*, B. Gherardi; steam gunboat *Genesee*, Lieutenant-Commander E. C. Grafton; steam gunboat *Pembina*, Lieutenant-Commander L. H. Newman; steam gunboat *Penobscot*, Lieutenant-Commander J. G. Maxwell; steam gunboat *Kennebec*, Lieutenant-Commander W. P. McCann; steam gunboat *Sebago*, Lieutenant-Commander W. E. Fitzhugh; steam gunboat *Pinola*, Lieutenant-Commander O. F. Stanton; steam gunboat *Itasca*, Lieutenant-Commander George Brown; steamer *Tennessee*, Acting Volunteer Lieutenant Pierre Giraud; steam tender *Glasgow*; steam tender *Philippi*.

August 3.—We are still preparing ship for the great struggle in passing the forts, which event will come off in a day or two. It would have been done to-day had the *Tecumseh* been here from Pensacola. The *Sebago* and *Galena* arrived from Pensacola.

August 4.—To-morrow is contemplated the great battle for the occupation of Mobile Bay and the forts at its entrance. We were employed in the afternoon finishing preparations for the fight to-morrow. I have the conscientious feeling that every preparation has been made for the safety of the ship and the crew that was within my power. In the evening the *Richmond*, *Tecumseh*, and *Port Royal* arrived from Pensacola. In the morning all the commanding officers met on board the flagship by signal, and after consultation with the admiral we rejoined our ship with the following programme* for the

* See p. 404.

attack to-morrow: The gunboats *Genesee*, *Amibina*, *Penobscot*, *Sebago*, and *Pinola* and steamers *Bienville* and *Tennessee*, together with the tugboats, will remain outside. In going in it is not expected that we shall take the forts, but get possession of the bay, after which the forts must fall as a matter of course. Yesterday a detachment of our army landed on the west end of Dauphin Island and was fired upon by the enemy at Fort Powell. They will simultaneously attack Fort Gaines with our passage into Mobile Bay. What torpedoes or obstructions are in the ship channel we are ignorant. An effort on our part to pass in will be made, but the result is in the hands of the Almighty, and we pray that He may favor us.

August 5.—I thank the Almighty for the victory He has permitted us to gain this day and His special protection of us. The day was pleasant with a moderate westerly wind. Before its dawn all hands were called, an early and hurried breakfast eaten, and as the sun rose the vessels took positions alongside and lashed to each other, as required in the diagram mentioned yesterday. The *Lackawanna*, with the *Seminole* alongside, was in the center of the line of battle, and at 6 o'clock all had advanced up the Main Ship Channel, so that the leading vessels were enabled to open fire upon Fort Morgan, and each succeeding one did the same as soon as her guns would bear upon the fort. The fort opened fire upon us first, and the rebel boats *Tennessee*, *Morgan*, *Gaines*, and *Selma*, inside of the bay, raked our vessels with shot and shell. It was a magnificent sight. Every vessel with ensigns at her masthead and peak, the shot and shell flying through the air with their hissing sound. The dense volumes of smoke from the guns sometimes hiding the nearest ship, then floating away toward the fort, and the loud cheers of all hands. Although shot and shell were flying around, none struck the *Lackawanna's* hull doing serious injury till we were within 400 or 500 yards of Fort Morgan, when a heavy elongated shot from the fort passed through the ship's side, killing and wounding 16 men at the 150-pounder rifle, where it carried away two stanchions of the fife rail, passed through the foremast, carried away the head of the sheet cable bits, and passed through the other side of the ship, falling into the water. Blood and mangled human remains for a time impeded the working of the 150-pounder. The firing of shells from our fleet was so continuous that the enemy were driven from their guns, and when we had to bear away for the bay to clear the Middle Ground, leaving our stern exposed, few shots were fired by them, and those doing no injury. But the rebel ironclad ram *Tennessee* and gunboats *Morgan*, *Gaines*, and *Selma* still kept up their discharges. The *Morgan* and *Gaines*, however, soon after ran to the eastward under the guns of the fort, while the *Selma* stood up the bay [followed] by the *Metacomet* and another one of our gunboats, and was captured. The rebel ram *Tennessee* kept hovering off the fort, unsuccessfully endeavoring to strike our vessels in passing. One of our ironclad monitors, the *Tecumseh*, Commander T. A. Craven, being in his station in advance and abreast the leading ship of the fleet, about 400 yards from the shore at Fort Morgan, struck upon a torpedo, which, exploding, sunk her with all the officers. Only about a dozen of the crew and the pilot escaped from her and were picked up by the boats of the *Metacomet* and another vessel. At 8:30 o'clock in the morning our fleet had passed the Middle Ground, beyond range of the guns of Fort Morgan, and many of them had anchored, when the rebel ram *Tennessee* was seen approaching. The admiral made signal to the

Monongahela, as being nearest, to run her down, and instantly afterwards the same was made to me. The *Monongahela* struck her angularly near the stern and glanced away. I was more fortunate and struck her at right angles to her keel. The concussion was tremendous and we rebounded, but soon after drifted against her, broadside to broadside, head and stern, when our marines and some of the crew with muskets and revolvers opened fire into her ports, preventing the reloading of her guns, which had been fired into our bows when almost touching, exploding two shells and sending one solid shot into our berth deck, killing and wounding many of the powder division and the already wounded under the surgeon's care. In running against the *Tennessee* we did her no perceptible injury except demoralizing the crew but our stem was cut and crushed far back of the plank ends. All the time I was standing on the bridge, and while alongside, looking into the ports of the *Tennessee*, one of the crew looking out, but standing at a distance from the port, halloed out to me, "You d---d Yankee son of a b---h," which, being heard by the crew of the *Lackawanna*, redoubled their discharges of small arms into the rebel ports, and as some of them had not small arms in their possession, one of them threw a spitbox and another a hand holystone at the fellow. Our guns had been pivoted on the opposite side in anticipation of swinging head and head, so that but one IX-inch gun could be sufficiently depressed to bear upon the *Tennessee*, which was fired nearly into one of her ports, causing the port shutter to jam, becoming useless during the remainder of the engagement. We then separated in different directions by her going ahead, and we having nothing to hold on by, I ordered the helm hard over, to bring the ship around, to make another attempt at ramming the *Tennessee*, but our great length and the shoalness of the water, which sometimes was not more than a foot under the keel, prevented our turning rapidly and in going round, we collided with the *Hartford*, knocking two of her quarter-deck ports into one, although every effort was made on my part by backing the engine to prevent the occurrence. We sustained no injury by the collision. As soon as we cleared the *Hartford* I again started to run down the *Tennessee*, but before reaching her she had hauled down the flag, hoisted a white one, and surrendered to the fleet, which had by that time gotten round her and opened an incessant discharge of solid shot against her casemate. Our fleet then anchored, having added to it the *Selma* and *Tennessee*, both in good fighting order. It was three hours and four minutes from the time that the fleet opened fire on Fort Morgan until the surrender of the *Tennessee*, during which time the loss of officers and men was great in the fleet. Our loss alone was 4 killed instantly and 35 wounded. One of the latter died in the evening. Among the prisoners was Admiral Buchanan, who was severely wounded in the leg. In the evening the severely wounded, among them the captured admiral, were sent on board the *Metacomb* to leave to-morrow morning under a flag of truce for the Pensacola hospital. After night the rebels abandoned and set fire to the quarters in Fort Powell, leaving us an open communication through Grant's Pass into Mississippi Sound. During the engagements of the day we fired 105 cannon shot and shell.

In my remarks of the 5th of August I neglected to mention the names of the officers of the *Lackawanna*, they being on board during the action: John B. Marchand, captain; Thomas S. Spencer and

Stephen A. McCarty, lieutenants; James Fulton, paymaster; Thomas W. Leach, surgeon; W. F. Hutchinson, acting assistant surgeon; Felix McCurley and John H. Allen, acting masters; George H. Wadleigh and Frank Wildes, ensigns; Clarence Rathbone, acting ensign (regular); James W. Whittaker, first assistant engineer; E. J. Whitaker, second assistant engineer; George W. Roche and Isaac B. Fort, third assistant engineers; David Hennessy, George W. Russell and Thomas W. Sillman, acting third assistant engineers; Thomas Kelly, acting boatswain; John G. Foster, gunner; W. J. Lewis, C. H. Foster, and John C. Palmer, acting master's mates; Thomas Chessan, paymaster's clerk.

In my remarks of the 5th I did not mention the names of vessels comprising the fleet which safely passed Forts Morgan and Gaines and entered in triumph Mobile Bay, but with the loss of many men. They were: Steam sloop *Hartford*, Captain P. Drayton, with the admiral; steam sloop *Richmond*, Captain Thornton A. Jenkins; steam sloop *Lackawanna*, Captain J. B. Marchand; steam sloop *Brooklyn*, Captain James Alden; steam sloop *Monongahela*, Commander J. H. Strong; steam sloop *Ossipee*, Commander W. E. Le Roy; steam sloop *Oneida*, Commander J. R. M. Mullany.

August 8.—Mobile Bay. Another pleasant day until evening, when rain commenced falling. At 10 o'clock in the morning Fort Gaines surrendered and was occupied by our army. The number of prisoners obtained by the surrender was 850, who were taken away by army transports. The rebel officers had the option of surrendering their swords to the army or navy, and they all delivered them to the navy. Upon occasion of hoisting the Union flag on Fort Gaines three cheers were given by the fleet upon signal to that effect having been made by the admiral. In the forenoon called upon the admiral agreeably to a signal, and from there, in company with Captains Jenkins and Le Roy, went and held a survey on the captured steamer *Selma*. In the evening dined on board the *Ossipee* with Captain Le Roy. The other guests were Captain Strong, of the *Monongahela*, and Commander James D. Johnston, late commanding the rebel ironclad ram *Tennessee*, now a prisoner, captured on the 5th and in custody of Captain Le Roy on board the *Ossipee*.

August 9.—At an early hour in the morning our army, which had assembled at Fort Gaines, was transshipped in one tinclad and some tugboats across the bay and landed on the peninsula in Navy Cove, about $3\frac{1}{2}$ miles east of Fort Morgan. The boats of the fleet were sent to put the soldiers ashore, but the wharf was perfect and the boats were unnecessary. Some of our ironclads and gunboats covered the landing of the troops, but the enemy made no opposition. About 9:30 in the forenoon I received orders from the admiral to go and shell Fort Morgan, and immediately a similar order was given to the *Monongahela*. The steam in both vessels was low. We started first, but the *Monongahela* having more steam, passed us and opened fire first upon the fort. Not long after we got to the Middle Ground and also opened on the fort. At that time the engine was stopped that the aim of the guns would be more perfect and it could not be started again on account of the lowness of the steam. For forty-eight minutes we lay waiting for steam to raise in the boiler, and all that time firing the pivot guns, none of the shells, however, seeming to do the enemy injury. While lying there the rebels fired but once

at us, the shot passing directly over our ship and striking the water about 300 yards off. It was just noon when our engine started and we were making a circuit in turning to continue the fire, when the admiral made signal to cease firing and sent a flag-of-truce to demand the surrender of Fort Morgan. The reply was a refusal, and as it was late nothing more was done by the fleet except some firing on the fort by the captured ironclad *Tennessee*, which our fleet had officered and manned and had been towed for the occasion near, when she steamed by herself. The captured *Tennessee* is a great acquisition to our effective fleet, as is the *Selma*, which also fired several times at the fort. The ironclad *Tennessee* appearing nearer the fort than she really was, and the admiral fearing that she might be in some danger of grounding, sent the *Manhattan* to her assistance, but none being required, both were coming out when the latter grounded on the Middle Ground and was some time in getting off.

August 11.—The fleet doing little else than planting buoys preparatory to joining in the attack on Fort Morgan when the army, which is now preparing their batteries, are ready to open fire.

August 12.—Frequently during the day there was skirmishing between the advance posts of our army and the rebels at Fort Morgan. Several cannon shots from the fort were fired at them. The army people are working like beavers among the sand hills in their approaches toward Fort Morgan; they seem to be about 600 yards from it.

August 13.—Yesterday the captured ironclad *Tennessee* was fitted with a smokestack brought from Pensacola (hers having been shot away in the action), and this afternoon she steamed near Fort Morgan and for an hour fired upon the fort, after which the ironclads *Manhattan* and *Chickasaw*, from their anchorage east of the fort, also opened fire and kept it up until after 8 o'clock in the evening. The fort returned a severe fire, but did our vessels no injury.

August 14.—Firing was kept up all last night at intervals of about twenty minutes by our ironclad *Chickasaw* on the fort and ceased at daylight.

August 22.—At 4 in the morning all hands were called, and as daylight appeared we were underway and felt by the soundings, going slowly, the way in the bay to the north edge of the Middle Ground, so as to bring Fort Morgan to bear south, and anchored with 8 inches water under the keel on hard, sandy bottom. We had not reached our berth before the sun rose and at that moment the army and navy batteries on shore opened the bombardment on Fort Morgan. We were followed to our anchorage by the vessels designated yesterday, which opened fire with their rifle guns, making our ship their beacon for avoiding the Middle Ground. The tide set so strong that I could not wind the ship to bear upon the fort until after the signal was made by the admiral to cease firing, as it endangered the army sharpshooters that had approached near the glacis of the fort. During the subsequent part of the day the batteries on shore kept up an incessant firing, so that a rebel could not show himself on the fort. Consequently not a gun was fired from the fort after the bombardment commenced. Our ironclads also kept up a perpetual fire, at times being close to the wharf by the fort. After dark the firing continued brisk, and soon after 8 o'clock in the evening the shells thrown into the fort set fire to the rebel quarters. The shot and shell fell into

the fort at the rate of about three a minute, preventing the extinguishing the flames. Throughout the night the conflagration continued, and it was magnificent. The sight of the flames, the burning course of the shells from the mortars, and the bursting shells from other guns combined with the most dense volumes of smoke. About midnight I went tired to my bed, and I slept with all the noise of whirring shot and exploding shells around, satisfied that the rebels could not long hold out in the burning fort.

August 23.—The bombardment of Fort Morgan continuing all night, was kept up until 6:30 o'clock this morning, when a white flag was hoisted on the fort in token of submission of the rebels. All firing ceased, and subsequent interview between the navy and army on our part, and General Richard [L.] Page, formerly of the Navy, now commanding here, eventuated in an unconditional surrender of Fort Morgan and its garrison of 800 men. At 3 p. m. the surrender was made, and by signal from the admiral I was invited to attend on the occasion. The rebel troops were marched out of the fort and, confronting about an equal number of our soldiers, stacked their arms and were marched on board steamer at the wharf, which came in for the purpose to carry them to New Orleans. The rebel officers were mustered between the two lines of soldiers and their swords delivered. Very few had any, and it was generally believed that they had destroyed them and perjured as each was interrogated. Even General Page had no sword. Having in former years been intimate with General Page, I had two or three private talks with him and offered him every hospitality, purse, and mess, etc., but as he was to leave immediately for New Orleans it could not be accepted.

September 12.—For an hour or two yesterday evening heavy cannonading was heard toward the northward and eastward. This morning it was explained by our gunboats at Fish River, on the eastern side, as the shelling of the woods where rebel sharpshooters were concealed firing at our vessels.

October 9.—Pensacola navy yard. The following vessels are here: Steam sloop *Lackawanna*, Captain J. B. Marchand; sailing frigate *Potomac*, Commander Alex. Gibson; double-ender *Metacomet*, Lieutenant-Commander J. E. Jouett; steam gunboat *Kanawha*, Lieutenant-Commander B. B. Taylor; steam gunboat *Cayuga*, Lieutenant-Commander H. Wilson; steam gunboat *Genesee*, Acting Master C. H. Baxter; sailing bark *Arthur*, Acting Master J. E. Stannard; sailing bark *J. C. Kuhn*, Acting Ensign S. H. Newman; schooner *Kittatinny*, Acting Ensign N. J. Blasdell; bark *W. G. Anderson*, Acting Ensign R. H. Carey; supply steamer *Bermuda*, Acting Volunteer Lieutenant J. W. Smith.

Abstract log of the U. S. monitor *Manhattan*, Commander J. W. A. Nicholson, U. S. Navy, commanding.

July 21, 1864.—Off Mobile. At 9:30 a. m. Admiral Farragut came on board and inspected the ship. At 10:50 cast off from the *Bienville* and stood inshore. At 11:25 came to anchor off Sand Island.

August 2.—At 8:15 p. m. the second cutter, in charge of Acting Ensign C. W. Snow, and two boats from the *Hartford*, all under command of Flag-Lieutenant Watson, left ship on an expedition to cut

away the rebel buoys in the bay near the forts. At 9:10 p. m. the rebel forts making signals.

August 3.—At 1:45 a. m. Flag-Lieutenant Watson came alongside in the *Hartford's* boat, having been unsuccessful in his attempt to sink the rebel buoys. At 2:10 the other boat from the *Hartford* came alongside, making the same report. At 4:30 second cutter returned. At 4:40 a boat containing 6 rebel deserters went alongside the *Itasca*. At 5:30 p. m. the *Winnebago* got underway and stood out of the bay and fired three guns. At 7:20 heard heavy firing to the westward. From 8 p. m. to midnight: The *Winnebago* came to anchor in the cove. The monitor *Chickasaw* came to anchor.

August 4.—From 4 to 8 a. m.: At 6 a. m. the Army transport *Laura* came in and made fast to the monitor *Chickasaw*. At 10:15 a. m. the monitor *Winnebago* got underway and stood toward Fort Gaines. At 11:15 the *Winnebago* opened fire on the rebel steamers and batteries at Fort Gaines; the fort returning the fire. At meridian the *Winnebago* ceased firing. At 2 p. m. the *Winnebago* ceased firing and returned to her anchorage. From 6 to 8 p. m.: The *Bienville* came in from the eastward with the *Tecumseh* in tow.

August 5.—From midnight to 4 a. m.: Light breeze from the westward and cloudy. At 3:30 a. m. the flagship made signal, green and red light; called all hands up at 3. Saw a comet bearing N. E. From 4 to 8 a. m.: Moderate breeze from the west and cloudy. At 6 called all hands up anchor. At 6:20 beat to quarters, cleared ship for action. Stood in toward Fort Morgan on the right flank of the fleet, which was standing in to engage the rebel Fort Morgan and the rebel fleet lying in Mobile Bay. The engagement commenced at 6:15 a. m. The first shot fired by this vessel was at the rebel fort at 7:05. At 7:30 the *Tecumseh* sunk by a rebel torpedo. At 9:20 this ship engaged the rebel ram *Tennessee*, which vessel was struck three times by the fire from this vessel, each shot penetrating and doing serious damage. At 10 the rebel ram *Tennessee* surrendered to this vessel. Acting Master Robert B. Ely boarded her by order of Commander Nicholson and received her colors, which he brought on board this vessel. At 10:41 came to anchor above the forts in 3 fathoms water, starboard anchor and 11 fathoms chain; beat retreat. Expended 4 XV-inch shell; 3 fuzes, 3½, 7, and 10 second; 3 XV-inch solid shot, fired at the *Tennessee*. Four XV-inch cored shot; 4 XV-inch charges of powder, 35 pounds each; 4 XV-inch charges, 50-pounds, and 3 XV-inch charges, 60 pounds, fired at the *Tennessee*. Damages sustained by this vessel during the engagement, viz: Turret, one indentation from conical steel-pointed shot of 2½ inches, 4 feet from the deck. One seven-eighths inch indentation from glancing shot, 2 feet from the deck. One 1¾-inch indentation just above base ring. Outside, 3 rivet heads knocked off and 4 started. Inside, 7 rivet heads knocked off and 7 started. Base ring separated slightly. Pilot house, 1½-inch indentation from conical shot, 4 feet from base. Outside, one rivet head knocked off and 2 started. Inside, one rivet head knocked off and 2 started. Armor struck by glancing shot on starboard quarter, a few feet from propeller and 10 inches below the deck, separated armor plates slightly for 5 feet. A shot passed through both quarters of one boat and through gunwales of the other. One ventilator stay was shot away, ventilator dented by fragment of shell. A shot passed through boiler iron around rim of turret. The carriage of port XV-inch

gun was disabled by the recoil, carrying away six bolts securing composition hurters to the bottom of the carriage. Starboard XV-inch gun was fouled in the vent at the commencement of the engagement by a fragment of iron rust and was not fired throughout the day. The rebel gunboat *Selma* was captured by the fleet. At 2 p. m. the *Chickasaw* stood in toward Fort Powell and opened fire at it at 3, the fort returning the fire. At 6 p. m. the *Chickasaw* returned to the fleet with a captured barge in tow. At 7 the *Chickasaw* stood down the bay toward Fort Gaines. At 7:30 two gunboats followed her. At 7 a large fire broke out on Dauphin Island near Fort Gaines. From 8 to midnight: Heavy musketry firing at Fort Gaines. At 11 p. m. one of the monitors opened fire on one of the rebel gunboats on the eastern shore of the bay.

August 6.—At 4:20 a. m. the *Metacomet* went to sea under a flag of truce with the wounded on board, bound to Pensacola. At daylight discovered that Fort Powell was evacuated by the rebel forces, the magazine having been blown up. At 10 a. m. Fort Morgan fired four shot at the fleet outside. A large fire burning near Fort Gaines. At 3 the monitor *Winnebago* got underway and attacked Fort Gaines. At 4:20 Fort Gaines opened fire on the *Winnebago*. At 4:45 the firing ceased and *Winnebago* withdrew.

August 7.—At 2 a. m. discovered a large fire burning at the northward shore of the bay. At 9:30 a. m. Fort Morgan fired two guns.

August 8.—At 5 a. m. the *Laura* proceeded to Fort Gaines under a flag of truce. At 10 the rebel Fort Gaines surrendered unconditionally to the naval forces of the United States stationed in Mobile Bay. The rebel flag was hauled down and the stars and stripes hoisted in their stead; 850 prisoners of war were captured with the fort.

August 9.—At 8:30 a. m. the flagship made signal "Prepare to get under way." Two army transports, filled with troops, left Fort Gaines and stood over to the opposite side of the bay above Morgan. At meridian the rebel steamer *Morgan* was set on fire by the rebels near Fort Morgan. At 9:30 pilot came on board. At 10 got underway and proceeded toward Fort Morgan. At 10:25 went to general quarters and cleared ship for action. At 11 opened fire on Fort Morgan. At 11:38 Fort Morgan returned our fire. At 1 p. m. ceased firing and hauled off from Fort Morgan, in obedience to signal from flagship. Proceeded to the fleet and lay by until 3:18 p. m., when we got under way and stood in for the fort; went to quarters and cleared ship for action. At — the *Tennessee* lying near the fort, the *Winnebago* came in and towed her out to the fleet. At 12:44 the steam chest was struck by a conical shot from the fort, making an indentation three-fourths inch deep, knocking off one bolthead and loosening another. At 4:30 spoke the ram *Tennessee*. She requested us to tow her into deeper water, which we were unable to do, the water shoaling rapidly. At 1 p. m. this vessel grounded near the *Tennessee*. At 6:39 the *Winnebago* took a line and attempted to haul us over the shoal. From 8 to midnight: The *Winnebago* still trying to haul us off. At 10 the *Itasca* came alongside, took line to us, and assisted the *Winnebago* in trying to get us afloat. At 9 *Winnebago* left us, having slipped her hawser. At 10:20 *Itasca* shifted her line to our port quarter and at 10:35 succeeded in getting us afloat, with the assistance of our own engine.

August 11.—At 7 p. m. Fort Morgan fired one gun at our troops.

August 12.—At 9 a. m. ram *Tennessee* got underway, steamed round the bay, and fired one gun.

August 13.—At 4 a. m. the rebels set on fire the buildings outside Fort Morgan. At 10:20 Fort Morgan fired a shot to seaward. At 2:20 p. m. the *Tennessee* got underway and steamed in toward Fort Morgan. At 2:30 *Tennessee* opened fire on the fort. At 2:40 Fort Morgan returned the fire. The *Winnebago* opened fire on Fort Morgan at 4:23; the *Chickasaw* at 5:30. At 6:52 this vessel opened fire on Fort Morgan. From 8 to midnight: The *Winnebago* firing on Fort Morgan every half hour. At 9 this ship ceased firing.

August 14.—*Winnebago* ceased firing at 1:30 a. m. At 2 *Manhattan* opened fire on Fort Morgan and fired the following shell: 1 at 2, 1 at 2:35, 1 at 3:07, 1 at 3:20, 1 at 3:43, and ceased firing. Opened fire on Fort Morgan at 9:46. Fired one XV-inch shell. From 8 to meridian: The *Winnebago* and *Chickasaw* shelling Fort Morgan.

August 15.—At 2 a. m. *Chickasaw* ceased firing. At 2:30 *Manhattan* opened fire on Fort Morgan. Fired 6 XV-inch shell and 6 35-pound charges. From 4 to 8 a. m.: Fired 8 XV-inch shell and 8 35-pound charges. At 8:10 *Chickasaw* and *Winnebago* stood up the bay. At 9 *Metacomet*, *Itasca*, and *Selma* stood up also. At 7 opened fire on Fort Morgan. At 8 Fort Morgan opened fire on this ship and fired two shot. From 8 to midnight: Continuing to fire on Fort Morgan; Morgan fired one shot at this ship. At 10:20 ceased firing, having fired 7 XV-inch shell. Fort fired on our encampment on shore from 9 till end of watch.

August 16.—From 4 to 8 a. m.: Three army transports arrived with troops. At 5:50 a. m. Morgan opened fire on the batteries on shore. At 10:30 p. m. the *Winnebago* stood in toward Fort Morgan and opened fire.

August 19.—At 4:20 got underway and stood in toward Fort Morgan. When anchor was up, went to general quarters and opened fire on the fort. Fired 6 shell; our fire not returned. At 5:40 ceased firing; returned to the anchorage we had left. At 5:30 Fort Morgan opened fire on the troops.

August 21.—Midnight to 4 a. m.: At 2:25 a. m. Fort Morgan opened fire on the army and continued it at intervals during the watch. From 8 to midnight: Fort Morgan firing on the troops.

August 22.—At 3 a. m. called all hands and prepared ship for action. Fort Morgan and army exchanged occasional shots. At 4:15 a. m. got underway and stood in toward Fort Morgan. At 4:17 commenced firing; fired 13 shells with 35-pound charges; ceased firing at 7:15. At 9:10 opened fire on Fort Morgan; fired 12 shell with 31 charges; ceased firing at 11:25. At 5 p. m. went to quarters and opened fire on Fort Morgan; fired 15 shell, 3½, 7, and 10 second. At 6:45 ceased firing and stood out of range. At 7:15 came to anchor. At 9:30 fire broke out at Fort Morgan and burned through the watch.

August 23.—At 3:30 a. m. fire in the fort no longer visible. At 5 called all hands up anchor; dropped down the bay toward Fort Morgan and cleared ship for action. At 6 a. m. discovered a flag of truce waving over Morgan. Fort Morgan surrendered to the combined naval and land forces of the United States; the rebel flag was hauled down and the stars and stripes hoisted over the fort at 2:20 p. m., the fleet and army saluting.

Abstract log of the U. S. S. *Metacomet*, Lieutenant-Commander James E. Jouett, U. S. Navy, commanding.

June 6, 1864.—Off Mobile Bay. At 2:15 a. m. picket boat made signal, "Strange sail running this pass," and fired a rocket E. by S. Slipped cable and started. Stopped and picked up a boat with two men; started again as soon as the picket boat was alongside. Fired a gun and made signals, "Strange sail running out." At 2:31 started E. by N. along the beach. At 3 made a steamer E.; hauled to the S. E. by E. At 3:30 lost sight of stranger. At 4:20 made him again forward of the starboard bow. From 4 to 8 a. m.: In full chase of the steamer ahead. Fired two shots from 12-pounder howitzer, of which she took no notice. At 5 fired No. 1 pivot and broadside, at which she hove to. Stopped the engine. At 5:50 lowered boats and boarded her with prize crew, Ensign [John] White, prize master. Sent prisoners on board. At 7 stood W. N. W., prize following. At 8:45 a. m. stood for the flagship, prize steamer following. At 10:45 came to anchor in 7 fathoms water. [Prize the *Donegal* or *Austin*.]

June 7.—At 2:25 a. m. picket boat made signal, "Strange sail running in." Slipped and gave chase; burned rockets and signals to fleet. At 3:45 lost sight of strange sail. At 10 a. m. sent [10] men on board the *Donegal* as prize crew.

June 30.—At 10:15 p. m. vessel bearing N. E. $\frac{1}{2}$ E. Made signal "Strange sail running in," and saw several flashes of guns.

July 1.—At 3:20 a. m. boat returned. Got underway and stood to flagship. At 4:30 a. m. sent a boat to the *Bermuda* for provisions. Soon after saw a blockade runner ashore on the beach. At 5 flagship made signal. Recalled the boat. Opened fire on the steamer. H. Fisher was wounded by a shell from the battery. From 8 to meridian: A number of the fleet firing at the steamer. At 11:45 stood in and commenced firing at the steamer. At 8:40 p. m. H. Fisher, landsman, died of his wounds.

July 2.—At 9:30 a. m. got underway and stood in toward steamer *Monongahela* in company. At 10 opened fire on the steamer. At 11:30 ceased. At 11:45 *Monongahela* hauled off. At 1 p. m. commenced firing with pivot. At 1:30 ceased and stood to the fleet.

July 3.—At 2:30 a. m. saw flashes of guns bearing E. S. E., which continued at short intervals during the watch. At 3:45 got underway and stood to the fleet. At 9 flagship made signals. Captain went on board. At 9:30 captain returned. Sent a mail to the *Glasgow*. Got underway and stood inshore. Opened fire on the blockade runner. At 8:30 p. m. stood to our station.

July 4.—At 12 all ships fired a salute. At 1:30 p. m. *Seminole*, *Genesee*, *Galena*, *Monongahela*, and *Cowslip* went inshore and shelled steamer and batteries.

July 5.—At 8 p. m. got underway and stood to the northward for the steamer ashore, with two boats in tow. Pilot of the *Hartford* in charge. At 9 beat to general quarters, cast loose, and provided battery. At 9:30 stood along shore, sent a boat to reconnoiter, which soon returned. Stood close in to steamer and let go anchor in 3 $\frac{1}{2}$ fathoms water. At 11:45 boats left the ship in charge of Lieutenant Watson, of the *Hartford*, and proceeded to the steamer with combustible matter to set her on fire.

July 6.—At 12:29 a. m. discovered a fire on board the steamer and musketry on the beach. At 12:45 boats returned; took them in tow and stood to flagship. At 1:45 came to.

August 5.—At 3 a. m. called all hands up anchor and went on the port side of the *Hartford*. At 5 made fast. At 5:30 general signals made to prepare for action. Got underway and formed in line in close order, *Brooklyn* leading. At 6:15 crossed the bar, steaming slowly up the channel. When up to Sand Island the monitors took their position to the right of the leading ships, and the whole fleet steamed slowly ahead. At 7 Fort Morgan opened fire, which was answered from the *Brooklyn* fore-castle, and soon after from a broadside from the *Hartford* and *Brooklyn*, when the action became general. At this time, the *Brooklyn* backing to clear herself of a torpedo, the *Hartford*, with this ship, took the lead, passing from 300 to 500 yards of the fort and firing grape and canister. At this time the rebel fleet, four in number, were lying directly in front of the line, delivering a raking fire on us. At 7:30 the *Tecumseh* was blown up by a torpedo and sank rapidly. Sent our third cutter, in charge of Acting Ensign H. C. Niels, who succeeded in saving 10 of her crew. At 7:50 a shell struck us from the *Selma*, exploding in the ship's storeroom, setting fire to the ship. We succeeded in extinguishing it without much trouble or damage. At 8:05 cast off from the *Hartford* and steamed ahead, engaging three of the enemy's boats. Succeeded in driving two of them to the shelter of the fort "M" [Morgan], and at 9:10 the remaining one, the *Selma*, struck her colors, after a running fight of fifty minutes. In the meantime the fleet succeeded in engaging and capturing the famous ram *Tennessee*. At 9:15 I was ordered on board the *Selma* and took charge, sending a part of the prisoners on board and the rest to the *Port Royal*. Our loss during the action was 1 killed and 2 wounded. — Acting Master N. M. DYER. From 9:30 to 12 meridian: Receiving prisoners from the *Selma*. Received Captain Murphey and 50 of crew. Sent balance of officers and men on board the *Port Royal*. At 12:15 p. m. steamed back to the *Selma*. At 12:30 buried John Stewart. At 12:45 picked up the launch. At 1 stood toward the fleet. At 1:45 came to in 3½ fathoms water. At 2:30 received a wounded man from the *Tennessee*. 8 to midnight, receiving wounded men.

August 6.—At 2:30 a. m. Lieutenant R. Prentiss died from wounds received in yesterday's battle. At 11 made Pensacola light-house, bearing N.E. by E.

August 14.—At 7 a. m. got underway and stood across the river to Dog River Bar. At 6:30 p. m. got underway and stood down the bay. At 9:30 discovered a sloop standing up the bay. Sent a boat and captured her, bringing her alongside, with two men in her.

August 15.—At 6 a. m. got underway and stood for the fleet. At 7:45 came to anchor. From 8 to meridian: Flagship made signal. Got underway and stood toward Dog River Bar. At 10:30 Admiral Farragut and General Granger and staff came on board. From meridian to 2 p. m.: Heading up the bay, pilot in charge. At 1:40 came to in 10½ feet water, 7 fathoms chain. At 2 went to quarters. From 2 to 4 p. m.: This ship, with the *Selma*, *Port Royal*, *Itasca*, *Kennebec*, and *Octorara*, firing occasionally at the rebel batteries and rebel gunboat *Morgan*. Rebel gunboat replying occasionally to our fire. At 3:40 monitor *Chickasaw* arrived and we sent our pilot on board. At 6:30 p. m. got underway and stood down the bay. At 9 came to anchor near the *Hartford*. Admiral and staff left the ship in company with General Granger. Firing at short intervals between the *Manhattan* and Fort Morgan.

August 19.—At 6 p. m. the gig left the ship in chase of a sailboat. At 7 gig returned with a small sailboat in tow.

August 21.—At 1 a. m. a boat came alongside with 3 escaped prisoners from Cahaba, Ala. At 3 a boat with 3 deserters came alongside. Heavy firing in the direction of Fort Morgan. At 8:30 p. m. discovered a fire in the after pilot house. Proved to be a box of Coston signals accidentally lighted.

August 24.—At 6:30 p. m. gig left the ship, in charge of executive officer; second cutter, Ensign White, on an expedition up the bay. At 8:15 got underway and stood toward the Dog River Bar. At 9 came to. A rebel steamer, *Nashville*, was blown up. At 9:45 boats returned. Stood for lower fleet.

August 25.—At 6 a. m. *Hartford* made signals. Got underway and came to near Fort Morgan. At 5:30 p. m. second cutter returned, Acting Ensign White, H. J. O'Brien, coxswain; William Howard, landsman, wounded by accidental explosion of a torpedo. James McDonald also wounded; carried on board the *Hartford*. Sent Ensign White, H. J. O'Brien, and William Howard to the *Brooklyn* for transportation to the Pensacola Hospital.

Abstract log of the U. S. S. *Monongahela*, Commander J. H. Strong, U. S. Navy, commanding.

July 1, 1864.—Off Mobile. From 4 to 8 a. m.: At 6 got underway and went to the flagship. Came to with starboard anchor in 9 fathoms water. Portion of the fleet in Swash Channel firing at a blockade runner. From 8 to meridian: Commenced firing at blockade runner aground near Fort Morgan, the fort replying slowly; several of her shell exploding over and short of us, pieces of which came on board, but did no damage. Fired 21 shell, time fuze and percussion, from 150-pounder rifle, and XI-inch and 4 12-pounder rifle howitzer. *Metacomet*, *Pembina*, and *Genesee* engaged with us. The *Glasgow*, with the admiral, came in near us to witness the firing. From meridian to 4 p. m.: Firing at the blockade runner. At 12:45 hauled off for dinner. The *Galena*, in Swash Channel, firing at the steamer, was opened on by Fort Morgan and a field battery to the eastward of the steamer and masked by the sand lumps and the trees. At 2:25 went to quarters and stood in toward Fort Morgan; opened on the steamer with the starboard battery. After the first broadside, used the rifle at Fort Morgan, the enemy replying from the fort and field battery, throwing shell over and about us, none, however, hitting us. Fired 11 150-pound shell, 7 XI-inch shell, 8 32-pounder shell. At 3:15 hauled off and stood out to the flagship.

July 2.—At 9:15 a. m. got underway and stood toward the flagship; afterwards fired at the rebel steamer ashore. Fired 8 5-second paper case. Fort Morgan fired several times at us. *Metacomet* also firing at the steamer. At 5:30 p. m. *Ossipee* went in and fired a few shot at the blockade runner. The admiral went in on the *Glasgow* to witness it. At 6:30 Lieutenant Prentiss left the ship, in charge of an armed boat to go in with the *Pembina* and destroy the blockade runner.

July 3.—At 6 a. m. the armed boat, with Lieutenant Prentiss and crew, returned. From 4 to 8 p. m. *Metacomet* and *Philippi* in Swash Channel firing at the blockade runner, Fort Morgan and the field bat-

tery replying slowly. 8 to midnight: Rapid firing from Fort Morgan and the shore batteries; returned from our vessels to the eastward in Swash Channel from 10:30 till 11:20 p. m.

July 4.—Off Mobile. From meridian to 4 p. m.: Firing at Fort Morgan these four hours and getting fired at in return. Placed several 150-pounder rifle shell close to the flagstaff on Fort Morgan. Expended 22 150-pounder rifle shell. From 4 to 8 p. m.: Stood close in and fired 4 shell from rifle gun at Fort Morgan. The fourth shell carried away the nut of the elevating screw and temporarily disabled the gun.

July 6.—At 1:45 a. m. discovered a light bearing N. N. E., and immediately after it another near it, which proved to be the blockade runner on fire in her bow and stern. At daylight nothing remained of the blockade runner but her ironwork.

July 10.—At 5:45 a. m. discovered a steamer aground directly abreast of Fort Morgan. At 6 got underway and stood to the eastward of bar and opened with 150-pounder rifle on the blockade runner on shore near Fort Morgan. Fired 30 percussion shell. At 8:30 hauled off for breakfast. At 9:30 stood in toward Fort Morgan and opened fire on the blockade runner; fired 6 shell and 3 solid shot from 150-pounder rifle.

July 11.—Meridian to 4 p. m.: The blockade runner backing and filling around near the fort, but unable to get over the bar. At 2:45 p. m. a steamboat came out to her and attempted to tow her off. The *Pinola* and *Kennebec* stood in toward the steamboat and commenced firing on her, and Fort Morgan replying slowly. 4 to 8 p. m.: Rear-Admiral Farragut hoisted his flag on the *Tennessee*.

July 12.—At daylight discovered the blockade runner at anchor inside, she having got off during the night. Meridian to 4 p. m.: Noticed rebel gunboats towing blockade runner up the bay.

August 4.—At 5 a. m. the *Pembina* and *Itasca* came over the bar and anchored. The army steamer *Laura* went in the Pelican Channel. The transport *Pocahontas*, with schooner in tow, got underway and stood to the northward and westward. At 11:30 a. m. firing between Fort Gaines and our ironclads toward Sand Island. At 2 sent our chronometers on board the U. S. S. *Tennessee* in obedience to signal from flagship. Unshipped the gig's davits and got up the sails and made a barricade of them to protect the wheel. Firing inside between Fort Gaines and our ironclads. From 4 to 8 p. m.: Mr. A. Bellende, pilot for Mobile Bay and Bar, came on board.

August 5.—Off Mobile Bay. At 3 a. m. called all hands and hove into 20 fathoms cable and prepared ship for action. At 4 a. m. hauled the *Kennebec* alongside and made fast. At 5:30 got underway in obedience to flagship. At 5:45 Ensign Ellis, with a gun's crew from the *Kennebec*, came on board and manned the after broadside guns. At 6 flagship made signal. Steamed ahead slowly and took our position in line astern of the *Lackawanna* and *Seminole*, the *Ossipee* and *Itasca* being the next astern of us. At 6:20 flagship made general signal. At 6:40 each ship hoisted the American ensign at fore, main, mizzen, and mizzen peak. The action commenced at 7:10, the first gun having been fired from Fort Morgan and answered immediately by the *Brooklyn*. At 7:50 this ship fully engaged with Fort Morgan and the rebel fleet, which had come across our line and was giving us

a raking fire. At 8 a. m. Lieutenant R. Prentiss was wounded, also Private of Marines Maurice Fenney and Michael Smith (boy), by a shot coming in the starboard gangway. At 8:10 clear of Fort Morgan. Rebel ram *Tennessee* off starboard bow, steaming toward flagship. Left our position in the line without orders and stood for her, but the *Kennebec* being made fast on our port side prevented our attaining full speed. At 8:15 she passed on our port side and fired into the *Kennebec*. The gun's crew which came on board from the *Kennebec* was immediately ordered on board of her. At 8:20 cast off from the *Kennebec* and steamed slowly up the bay. Rebel ram steamed toward Fort Morgan. At 8:55 flagship signaled, "Rebel ram coming up the bay toward us." At 9:15 flagship made signal to *Lackawanna*, *Ossipee*, and this ship. We immediately steamed ahead fast toward her to run down the ram. At 9:30 a. m. struck the ram. Just before we struck her she fired two shells into us, passing through the berth deck, one of which exploded, wounding slightly Master's Mate W. S. Arnaud, James Johns, landsman, and Richard Condon, landsman. She passed on the starboard side of us, and we gave her a broadside at about 10 yards distant. The *Lackawanna* ran into her soon after, and the flagship ran alongside and gave her a broadside; the monitors and *Ossipee* firing at her. At 9:45 her smokestack was shot away and she commenced retreating toward Fort Morgan, followed by most of the fleet. In turning, after we struck her, we grounded, and it was some time before we got off. As soon as we were afloat we steamed at full speed after her, but she surrendered to the fleet at 10, before we could again get into action. At 10:10 the American colors were hoisted on her and a monitor took her in tow. As we turned to come up the bay, after the surrender of the *Tennessee*, we opened fire on Fort Gaines. Fired one round from port battery, and at 10:15 ceased firing. At 10:30 came to in Mobile Bay with starboard anchor in 3 fathoms water. Called all hands to muster, and Captain Strong addressed the officers and men, expressing his entire satisfaction at the manner they had performed their duties during the action. From 8 to midnight: A large fire on Fort Gaines. Firing heard in the direction of Fort Morgan. Signaling going on between the flagship and our army on Dauphin Island. This ship sustained the following injuries during the action: In twice attempting to run down the rebel ram *Tennessee* our iron prow was entirely carried away, together with the cutwater. The butt ends of the planking on both beams are started from the stem and badly shattered. The port ones considerably sprung off. Two 6-inch rifle shells from the ram entered our starboard bow, one between the planking and cutwater, grazing the perpendicular, striking the underside of the breasthook, ricochetting, passing through boatswain's store-room, and striking the berth deck, where it lodged without exploding. The other entered about 12 feet farther aft and exploded on berth deck, slightly wounding 3 men, breaking an XI-inch scraper, and an XI-inch worm and bending a stanchion near the galley. A 6-inch rifle shell exploded underneath the No. 1 pivot, raking up the side in ten or fifteen places, many of the pieces remaining in the side. One VIII-inch solid shot entered abreast No. 2 port, passing through the boatswain's room, starboard side berth deck, paymaster's issuing room, port side, and lodging in the outer planking, springing off one butt about 8 inches. One X-inch shot or shell came in our starboard

gangway, carrying away starboard headboard of quarter-deck hammock netting, grazing the top rail and mainmast, and passing through port side under main channels. Pieces of the headboard were driven through the fire-room ventilators. Lieutenant Prentiss and 2 men were wounded by this shot. In the rigging the fore-peak halliards, end of mainstay, and port ridgerope shot away. The slide of starboard 24-pounder howitzer was found to be rotten, and after the first few rounds was rendered totally unfit for use. The following ordnance stores expended during the action: 150-pounder rifle: 17 shell, 6 solid shot, 23 cartridges, 16 pounds; XI-inch: 8 shot, 7 shrapnel, 25 shell, 4 canister, 7 grape, 8 cartridges, 20 pounds, 43 cartridges, 15 pounds; 32-pounder: 3 solid shot, 47 shell; 50 cartridges, 9 pounds; 12-pounder rifle howitzer: 47 shell, 47 cartridges; 24-pounder howitzer: 4 shell; percussion primers, 171.

Abstract log of the U. S. S. *Nyanza*, Acting Volunteer Lieutenant S. B. Washburn, U. S. Navy, commanding.

May 6, 1864.—Lying off Brashear City, La. At 7 a. m. the steamer *Glide* went up the [Atchafalaya] River on an expedition. At 12:30 p. m. the steamer *Glide* came back from the [Grand] Lake. A boat came on board from the Berwick side and reported that rebel cavalry were in sight behind the sugar houses. Hove up anchor and went up river and fired into the sugar houses; the rebels retreated out of sight (about 30 cavalry). Went back and anchored off Brashear City.

May 11.—At 11:30 a. m. signaled from the fort at Berwick City: "Enemy in sight in fields beyond Doctor Rhodes'," and "Enemy not apparently in large force."

May 12.—At 5:30 a. m. hove up anchor and went up Grand Lake to Cypress Island and Lynch's Point. Took on board two men and one lady, with their furniture and goods. From 8 to noon: Went back to Brashear City and arrived at 11 a. m. alongside the wharf; put the furniture and goods on the wharf.

May 13.—At 5:30 p. m. saw signal on Fort Berwick's flagstaff: "Enemy in sight toward Pattersonville." Hove up anchor and steamed up river as far as Doctor Rhodes', shelled the banks and drove the rebels away, consisting of about 50 cavalry, then returned and anchored off Brashear City. At 9:50 p. m. saw signal on Fort Berwick flagstaff: "Enemy are in sight; not in large force." Called all hands to quarters; in three minutes all ready for action. It remained all quiet; piped down.

May 15.—At 6:45 a. m. saw signals on the flagstaff at Berwick fort: "The enemy is in sight toward Pattersonville." Got underway and steamed up river and drove them away by firing at them, then returned and anchored. At 11 a. m. saw a house burning down at Berwick side. From noon to 4 p. m.: Saw several houses and a sugar house on fire and burn down. From 8 to midnight: U. S. transport steamer *A. G. Brown* employed transporting U. S. cavalry across to Berwick side.

May 24.—At 2:30 a. m. saw and heard musket firing on Berwick side; got underway and shelled the guerrillas away.

May 25.—At 6:30 a. m. the captain went on shore with Colonel Day; hove up anchor and steamed up the river into Grand Lake. At 10:30 a. m. saw a rebel picket camp ashore in the woods; shelled

them away and returned to Brashear. At 1 p. m. anchored off Brashear City.

May 29.—At 11:45 a. m. some guerrillas were in sight from Berwick s fort, advancing on our pickets, but were met with a few shells fired from the guns of said fort, whereupon they retreated with all possible speed. At 11:30 p. m. the rebels fired on our pickets on Berwick side. Our soldiers were called under arms by the beat of the long roll. We called all hands to quarters and fired one shell into the woods, which silenced the rebels.

May 30.—At 1:15 a. m. the enemy commenced to fire at our pickets at Berwick side. Called all hands up anchor, steamed up river, and drove the rebels away by firing several shells at them. Mr. J. Wilson fired the three starboard guns over to Brashear side by mistake; he was ordered under arrest by the captain. At 3:30 saw again musket firing at Berwick side.

June 2.—At 4:15 a. m. hove up anchor and steamed down the river to Mr. Beers' place; took on board a gentleman, a lady, and child, with their baggage; then went back alongside of Brashear City wharf. Took on board M. Porter and a lady and gentleman; then steamed up river through Grand Lake to M. Porter's plantation. At 8:15 a. m. landed M. Porter with the other ladies and gentleman and learned from the negro living there that 18 men, rebel soldiers on picket duty, ran into the woods when they saw a gunboat approaching the shore. Returned down the lake to Brashear. At 10:50 struck on a sunken snag, which carried away 10 feet of port guard and killing and knocking overboard Joseph Scott, colored. At 11:15 anchored off Brashear City. At 5 p. m. saw three guerrillas on horseback near Doctor Rhodes' place, who fired across the river at our pickets on Brashear side. At 9 saw two houses on fire on Berwick side.

June 10.—From 8 to noon: Steamed up river and Bayou Teche, in company with the *Glide* and *A. G. Brown*, which had soldiers on board. At 9 the soldiers were landed about 5 miles below Pattersonville, in order to attack the enemy wherever found, while the gunboats *Nyanza* and *Glide* steamed up river to encounter the enemy. At 10 met some of them, who were repulsed with a few shells from our guns. At 11 put alongside of Pattersonville wharf without any trouble. From noon to 4 p. m.: While lying alongside of Pattersonville wharf, received on board some stragglers from Ninety-third Regiment Corps d' Afrique, pretending to be tired and sick; one of them died while on board. At 12:15 p. m. left the wharf and steamed down the river for Brashear City. At 2:10 landed the negro soldiers and the dead man; then anchored with 25 fathoms of chain out.

June 11.—At 7:30 a. m. took some soldiers, in charge of Major ——— and Lieutenant ———, on board and steamed up river through Flat Lake, Bayou Long, to the mouth of Bayou Sorrel. At 8:30 entered Bayou Long. At 10:30 landed and destroyed flatboats and skiffs belonging to rebels. From noon to 4 p. m.: Underway, returning to Brashear City. At 1:30 p. m. anchored.

June 21.—From midnight to 4 a. m.: U. S. transport steamer *A. G. Brown* ferrying troops across to Berwick City. At 12:50 were hailed from the *A. G. Brown*, that the colonel would be ready at 10 o'clock to go to Wick's Island with the troops. At 9 a. m. hove up anchor, went up river and Bayou Teche, met some of our cavalry, who had been after guerrillas; took on board one guerrilla who was dangerously

wounded; then went back to Brashear City, alongside the wharf, landed the soldiers and the wounded man. At 11 anchored in the stream.

June 23.—At 5 a. m. went up river into Flat Lake and sent the *Glide* into Grand Lake. At 6 fired four shells from our forward guns at some flatboats and a house ashore; a man came on board, whom we took to Brashear City. At 9 p. m. the *Glide* left her moorings and went up Teche Bayou and shelled a sugar house, Madame Cochran's, which was reported to be occupied by rebel cavalry.

September 1.—At 6:30 p. m. the enemy made their appearance on the road to Pattersonville. A party of cavalry went out to meet them. After firing a few shots from the fort the enemy dispersed. At 6:45 p. m. we sent a boat in charge of Acting Ensign J. F. Beyer to ascertain the force of the enemy; the boat returned at 7, bringing the particulars that the enemy were 250 strong.

September 28.—At 5 p. m. the enemy came in sight at Rhodes' plantation and fired upon our pickets. The cavalry went out and the fort opened fire upon them and they retreated. At 7 p. m. sent the cutter on shore to ascertain the force of the enemy. Cutter returned at 7:30. At 11:15 p. m. the *Carrabasset* came down the river with a barge in tow, loaded with cotton.

October 4.—Acting Volunteer Lieutenant C. A. Boutelle took charge of this vessel at 4 p. m.

October 11.—At 4:30 a. m. weighed anchor and steamed up the lake. At 6:30 sent a party of soldiers on shore in the cutter and gig. At 7:30 the boats returned, bringing two prisoners, supposed to be rebel spies, namely, Alfonso Gune [Jeune] and William Vining. At 8:10 entered Belle River. At 9:30 sent a boat on shore with some soldiers to search a house. At 10 went into the bend and landed some soldiers to search houses. At 10:40 they returned and we turned around and steamed down river. At 11:40 made fast to the bank at Ivey's plantation.

November 12.—At 6:30 a. m. came to anchor off Indian Bend, took two men on board, got underway, and stood for Lake Force [Fausse Pointe]. At 10 made fast to the bank at Forge Point [Fausse Pointe], saw the enemy's pickets, landed our soldiers, and succeeded in routing the enemy and capturing a horse and saddle. Shelled the woods; cast off at meridian and proceeded down the lake. At 3:40 p. m. entered Grand Lake, sent the captain of the company in the large skiff on shore with 18 men to cut up large flatboat.

November 18.—From 4 to 8 a. m.: Steaming up Grand Lake. At 7:30 beat to quarters, entered Potherd's [Portage] Bayou. U. S. transport *Cornie* passed us and commenced firing on the enemy's picket. At 7:55 landed all the troops of the Eleventh Wisconsin Regiment, under command of Major [Jesse S.] Miller. We opened fire on the enemy with shrapnel, grape, and shell. Sharp firing on both sides. From 8 to meridian: The enemy retreated at 8:15. At 9 set fire to the enemy's quarters, captured some skiffs, and one flatboat, which was destroyed. At 10 the troops returned on board. Still firing shrapnel and grape and shell in the direction of the enemy. One man belonging to the company A, Ninety-third Regiment Colored Guard, killed in the engagement. At 10:15 cast off from the shore and started down with one rebel prisoner. Fired some shell on shore below the bayou. Fired from broadside guns 11 shrapnel, 3 shell, and 2 canister. From bow guns 4 5-second and 1 15-second

shell. Meridian to 4 p. m.: Steaming down the lake; stopped at Cypress Pass and dropped Miller's boat.

December 7.—At 7 a. m. entered Bayou Pigeon. At 10 made fast to the bank and landed a company of colored troops. Cast off and steamed up the bayou. At 10:30 made fast to Micheltre's plantation and landed all of our troops. At 11:30 some of our troops returned with five horses captured from the rebels. At 4:50 took on board all of our troops and backed down the bayou.

December 8.—From midnight to 4 a. m.: Lying alongside of the bank at Bayou Pigeon. At 4 a. m. took on board all of our pickets and proceeded up the bayou to Micheltre's plantation. Landed our troops at 6 and burned the boats around. At 8:30 soldiers returned, bringing four Confederate prisoners—one captain, two lieutenants, and one claiming to be a citizen.

December 10.—At 8:40 a. m. cast off from the bank and steamed down the bayou. At 3:30 p. m. steamed through Cypress Pass. At 5:30 went alongside the wharf and landed soldiers, prisoners, and horses. At 5:45 cast off and went to our moorings,

Abstract log of the U. S. S. Octorara, Lieutenant-Commander C. H. Greeno, U. S. Navy, commanding.

August 5, 1864.—At 4 a. m. went alongside the *Brooklyn* and lashed to the port side of her. At 5:30 a. m. passed the bar buoy and steamed in company with the *Brooklyn*. At 7:15 the first shot was fired from Fort Morgan. At 7:30 the action commenced from the ships. At 8 passed the buoy off Fort Morgan within 200 yards of the fort. Received 3 shots in bows, 4 in paddle boxes, 3 in foremast, 2 in mainmast, 1 through gig, 1 through first cutter, 2 cutting away two shrouds of main rigging, 1 cutting away one shroud of forerigging, and several shots passing through rigging and cutting remaining rigging considerably. Expended 8 10-pound charges for 100-pounder Parrott rifle and 8 solid shot for same. At 9 the rebel steamer *Selma* surrendered to the *Metacomet*. At 9:20 rebel ram *Tennessee* surrendered to the fleet. At 11 started for Dog River Bar and at 2:30 p. m. came to anchor. One man killed and 10 wounded. At 7:45 p. m. got underway and proceeded toward the fleet, in company with the *Kennebec*.

August 15.—At 11 a. m. called all hands up anchor and went in pursuit of a sloop boat steering for Mobile. At 2 p. m. the following gunboats came up the bay: *Metacomet*, *Port Royal*, *Selma*, *Kennebec*, and ironclad *Chickasaw*; came to 3 miles from obstructions and commenced firing at the batteries. At 4:10 p. m. fired forward pivot gun at rebel gunboat *Morgan*.

August 22.—At 8:15 a. m. steamed in close to Fort Morgan and at 8:30 opened fire from 100-pounder Parrott rifle. At 11:15 opened with IX-inch pivot aft at a distance of 1,600 yards from the fort and continued firing until 12 meridian. Expended during the firing 55 100-pounder shell and 11 IX-inch shell. From meridian to 4 p. m.: Firing at Fort Morgan. At 6:20 ceased firing and got underway; proceeded to the flagship. At 7 came to anchor near the flagship.

August 23.—At 2:25 p. m. fired a salute of 6 guns for the surrender of Fort Morgan.

September 6.—At 5 p. m. monitor *Winnebago* got underway and proceeded up N. by E. toward a rebel steamer lying aground. At 6:10 saw sail coming up the bay. At 6:20 the *Winnebago* fired at a rebel battery; then steamed to her station and anchored. At 10:30 p. m. heard firing from the forts, also from musketry. At 11 picket boat returned, having been attacked by two armed boats while in the act of capturing a large boat supposed to be laying torpedoes. At 12 the picket boat went in again.

Abstract log of the U. S. S. *Oneida*, Lieutenant-Commander W. W. Low, U. S. Navy, commanding.

July 2, 1864.—Blockading off Mobile. At 12:15 a. m. saw a rocket sent up, bearing S. E., also saw several signal lights made by the enemy in the bay during the watch. At 4 a. m. called all hands and stood toward the flagship, anchoring near her. From 8 to meridian: Commander T. H. Stevens relieved Lieutenant-Commander Low of this command. U. S. S. *Monongahela* and *Metacomet* engaged firing at the blockade runner ashore. At 5 p. m. *Ossipee* got underway and went inshore and threw several shells at a blockade runner on the beach.

July 4.—At 12:43 p. m. went to general quarters and at 1:15 opened fire on blockade runner ashore. Expended 33 XI-inch shell and 1 XI-inch shrapnel; also 30 Schenkle shell and 2 solid shot; 2 Parrott shell, 10-second, and 3 shell, 15-second, in 30-pounder Parrott. One shell from batteries on shore went through the whaleboat and one through the forward windsail.

July 5.—At 1:20 a. m. the *Kennebec* passed within hail and ordered us to go in and attack the blockade runner aground to the eastward of the fort and to stand by to assist the two gunboats which were working to get her off. Immediately called all hands. At 1:30 a. m. slipped our cable, cleared our buoy, and steamed to the northward. At about 1:50 the *Cowslip* came within hail and gave an order from Admiral Farragut that we should stand by to render assistance to the *Kennebec* and *Port Royal*, which vessels were to attack the rebel gunboats reported making an attempt to haul off the blockade runner. In case our assistance should be needed, the private signal to that effect would be made. Stood to the northward and eastward. At about 2:30 p. m. we dropped the port anchor underfoot in 4½ fathoms water about one-half mile from the beach, the *Port Royal* and *Kennebec* being in plain sight a short distance to the westward of us. The *Kennebec* and *Port Royal* fired several times in the direction of the blockade runner. At 3:30 got underway and stood out to the fleet. At 5:15 came to anchor. From 8 to midnight: Standing in toward shore to the northward and eastward. Beat to quarters at 8:10; drew shot from the guns and loaded with 5-second shell and shrapnel. At about 9:30 anchored. The blockade runner bore N. W. by N. distant three-fourths of a mile. At 9:40 the *Metacomet* sent a boat to us and requested that we would not fire. At 10 sent a boat and an officer to the *Metacomet*. Were informed that four armed boats from the *Hartford* and *Brooklyn* were ordered to destroy the blockade runner and that the supporting vessels (*Metacomet* and *Kennebec*) had instructions not to fire. At midnight lifted our kedge and stood for

our station. At 12:15 heard musketry in the direction of the blockade runner. Stood again to the northward to render assistance if needed. At 12:20 the blockade runner was seen to be on fire.

July 6.—At 12:15 a. m. heard musketry in the direction of the blockade runner. Stood again to the northward to render assistance if needed. At 12:20 the blockade runner was seen to be on fire. At 1 again stood to the southward for our regular night station. From 4 to 8 a. m.: Smoke issuing from the blockade runner aground on the beach until 5 o'clock.

July 10.—At 4 a. m. got underway and stood out toward the flagship. At 5:25 came to near her. Discovered a large paddle-wheel steamer aground a short distance to the eastward and under the guns of Fort Morgan. She had one mast standing forward, and was apparently attempting to run in when she grounded. At 6:10 the *Monongahela* got underway and stood inshore. At 7:05 the *Monongahela* opened fire on the blockade runner. The *Galena* and *Genesee* got underway and stood inshore. From 8 to meridian: The *Monongahela*, *Genesee*, and *Galena* firing at the steamer on the beach. At 11 the *Lackawanna* went in to fire. At 10:45, in obedience to signal, the *Genesee* and *Galena* withdrew. At 4:20 p. m. the *Metacomet* and *Seminole* went inshore and drove away a rebel tugboat that was trying to tow off the steamer. At 5 they withdrew.

July 11.—At 1:30 a. m. a shot was fired from Fort Morgan at us. At 9:30 a. m. opened fire on the blockade runner near the fort. Steamed around in a circle and fired the guns as soon as they could be brought to bear on the object; the fort firing slowly. Withdrew from action in obedience to signal. Stood out toward flagship. At 11:35 anchored. Ammunition expended: XI-inch, 895 pounds powder (35 bags of 20 pounds each; 13 bags of 15 pounds each); 34 shells of 20 second and 14 of 15 second. For Parrott rifle, 35½ pounds powder (11 bags of 3½ pounds each); 11 shells of 15-second paper case; 50 cannon primers and 14 friction primers. At 3 p. m. *Kennebec* and *Pinola* went in and shelled blockade runner under the fort.

July 21.—At 7:55 p. m. anchored, Fort Morgan bearing W., Sand Island W. S. W., and Cove Tree W. N. W. ½ N. At 8:20 p. m. Captain Stevens and Lieutenant Kellogg left the ship in the gig, pulled inshore, and landed on the beach. At 10 o'clock they returned.

July 22.—At 4 a. m. got underway and stood out toward the fleet. At 8:30 p. m. anchored in 5½ fathoms, with 30 fathoms starboard chain. At 9 Lieutenant Cotton and Acting Ensign Hall left the ship with 10 men and went on shore to lay in ambush for rebel patrols.

July 23.—At 1:20 a. m. sent the gig and second cutter ashore and brought off Lieutenant Cotton and John L. Hall, acting ensign, with the 10 volunteers and following-named rebel prisoners: H. P. Brown, third lieutenant, Seventh Alabama Volunteer Cavalry, Hodgson's regiment; C. T. Pope, private, belonging to same regiment; E. M. Archibald, ditto; C. A. Johnson, ditto; Samuel S. Wright, ditto. At 6:30 a. m. stood E. N. E. for Pensacola. Meridian to 4 p. m.: Standing into Pensacola in charge of the pilot. At 3 Lieutenant Kellogg took the five prisoners captured last night and handed them over to the provost-marshal.

August 2.—Commander T. H. Stevens is temporarily detached and ordered to command the ironclad *Winnebago*. Lieutenant Huntington was ordered by the fleet captain to take charge until Captain Mullaney reported.

August 3.—Blockading off Mobile Bar. Commander J. R. M. Mullany came on board to take temporary command. At 5 p. m. *Winnabago* got underway, fired 4 shots inshore, and then came out to the fleet. Carpenters and gang at work taking down all immovable woodwork about the deck. At 7 p. m. got underway and stood in to our station. Heard the report of heavy guns to the northward and westward, apparently on Dauphin Island.

August 4.—At 4:30 p. m. a sail reported from masthead, which proved to be the *Bienville*, towing the ironclad monitor battery *Tecumseh*; also the double-ender *Metacomet*. At 5:45 came to anchor off the port beam of the *Hartford*.

August 5.—Mobile Bay. At 2:30 a. m. called all hands and led out deck tackle, got fenders and hawsers along, ready to take the *Galena* alongside. At 3:30 Coston preparatory was made in the direction of Sand Island. At 3:30 *Galena* came alongside and we made preparations for the pending engagement. About 5 the flagship made preparatory signal to get underway. Got underway in obedience to signal, and as soon as possible took our station in the line astern of the *Ossipee*. At 7:05 Fort Morgan opened fire. At 7:15 we opened with our 30-pounder Parrott, the *Galena* also firing her 100-pounder Parrott. At 7:25 commenced firing 15-second and 10-second shell from the XI-inch guns. At 7:40 opened with our entire broadside with 5-second shell and shrapnel. About 7:45 received a 7-inch rifle shell through chain armor into the starboard boiler, where it exploded, doing serious damage. About the same time received a shell through the ship's side at the water line, which exploded in the cabin, cutting both wheel ropes. Manned relieving tackles at once. About 8 a. m. Commander Mullany received a severe wound, necessitating the amputation of his arm. After passing the fort, we were exposed to a raking fire and received several direct raking shots. While exposed to this fire, the rebel ironclad *Tennessee* passed along down our starboard side and delivered her fire into us. Our guns were loaded with extreme charges of powder and solid shot and fired at the ram. A solid shot from the after XI-inch struck him. From 8 to meridian: Made signals 1265 and 489 (general signal book). Not being answered by the flagship, hauled down signals. About 9:15 repeated signals. They were not answered, and after keeping them flying for several minutes, hauled down again. At 9:30 the flagship made general signal to run down the enemy's principal vessel at full speed. We were unable to obey the order, because of the starboard boiler having exploded. This ship and the *Galena* steamed out of fire, when the *Itasca* took us in tow and carried us to an anchorage. At — the rebel ironclad *Tennessee*, after a spirited engagement with the fleet, hauled down her colors and surrendered. Our loss in killed in wounded as follows (surgeon's report): Killed 7,* Patrick Dorris, missing (killed or drowned). Wounded severely: J. R. M. Mullany, left forearm amputated; R. H. Fitch, first assistant engineer, scalded; and 10 men. Wounded slightly: William H. Hunt, chief engineer; George A. Eblitts, captain's clerk; William P. Treadwell, pay clerk, and 15 men. Killed, 8; wounded severely, 12; wounded slightly, 18. In the engineer's department (engineer's report) a 7-inch Brooke projectile penetrated the forward outboard end of the starboard

* Names omitted.

boiler, about 8 inches above upper tube sheet, which it entered and, exploding inside the boiler, inflicted serious damage to the entire forward end of the same, destroying all the angle iron and the fore-and-aft braces thereto attached, starting the tube sheets and all the tubes in the two forward tube boxes. Two of the heaviest fragments of shell were driven through the front of the boiler, destroying the upper manhole plate, the entire sheet to which it was attached, and started the riveting of the adjoining sheets. (Master's report:) One set of wheel ropes cut by shell; 1 telltale compass damaged; 1 Mobile Bay chart damaged; 1 spyglass badly damaged; 1 binnacle lamp lost overboard; 2 wardroom chairs broken by shell; 1 lead and line lost; 2 sets signal halyards cut by shell; 15 fathoms stream chain, on engine-room hatch, cut by shot; 12 fathoms starboard bower chain, on ship's side, cut by shell; 7 fathoms sheet chain, on fire-room hatch, cut by shot; all cabin furniture destroyed entirely or badly damaged; 1 6-inch hawser badly cut. (Gunner's report:) No. 3 gun (forward XI-inch pivot): One in and one out tackle carried away by shot; 1 tangent sight bar broken by lever of elevating screw while firing the gun; shell tackle and crane broken by shot; No. 4 gun (VIII-inch broadside): One side and one train tackle carried away by shot. No. 5 gun (VIII-inch broadside): Carriage badly damaged, breast piece shot away, front transom badly shattered, both brackets on left side of the carriage badly injured; 1 rammer knocked overboard, 1 handspike broken, 2 boring bits and 1 priming wire broken. No. 6 gun (after XI-inch pivot): Chase of gun dented and cracked by shot; brackets on right side of carriage badly splintered and dented by expansion band of a shell and remaining there, fracturing the breeching also, and making both unsafe for use. Twelve-pounder howitzer on boat carriage: Slide badly injured, bed broken and splintered, and elevating screw and one compressor plate broken, making it unsafe for use. (Boatswain's department): Starboard fore vang shot away, port bowsprit shroud shot away; three shrouds of starboard main rigging injured by shot (one of them cut in two); starboard main topmast backstay cut; mizzen stay cut; main spencer brail cut; topping lift of whaleboat's davit cut; ridgerope of awning (starboard side) cut; spanker brail cut away. (Carpenter's department): All of the berths, bulkheads, and furniture in the cabin a total wreck, caused by the explosion of a 7-inch rifle shell, which entered at the water line; one VII-inch shell passed through the chain armor and ship's side at the water line, entered the starboard boiler, and there exploded; one VIII-inch solid shot entered the mainmast, doing serious damage, and remains there yet; one shot through ash shoot, through combings of fire-room hatch and out through port side; fore-topmast slightly wounded by a piece of shell, spanker gaff in like manner; shot through starboard bow below spar deck, across berth deck, and out on port bow; two raking shots from aft struck topgallant forecastle, one passed out through starboard bow, one through port bow; first cutter damaged by a piece of a shell; second cutter and whaleboat badly shattered. (Sailmaker's department): Shot holes in foresail, forestaysail, and mainsail; spanker badly cut by shot; windsails for fire-room and engine-room rendered unfit for use; several shot holes in hammock cloths. Meridian to 4 p. m.: Clearing up decks, repairing damages, preparing the dead for burial and the badly wounded for transportation to Pensacola hospital. Flagship made

general signals; we answered. Sent a boat in charge of Acting Ensign C. V. Gridley to prize steam ram *Tennessee* (rebel) for prisoners and received the following eighteen.* From 4 to 6 p. m.: The ironclad *Chickasaw* engaged with fort. At 5 flagship made general signal. Captain Mullany, George A. Ebbitts, his clerk, and Thomas Rendrick left the ship, the first two transferred to the Pensacola hospital. At 7 sent following-named wounded men, R. H. Fitch, first assistant engineer, and 11 men* to the *Metacomet* to be taken to Pensacola hospital. At about 10:30 p. m. heard a heavy explosion in the direction of Fort Powell, apparently the magazine. At 11 heavy firing from one of the monitors in pursuit of a rebel steamer up the bay. Some musketry firing from the different land forces on picket duty.

August 6.—At 10 a. m. ordered all hands to muster, and read the service for the burial of the dead at sea. Put the gig and launch in charge of Lieutenant Kellogg and Acting Master's Mate Devereux with the bodies of Albert Phillips, coxswain; John C. Jensen, seaman; Frank Levay, ordinary seaman; Robert Lenox, landsman; E. Boyarkin, captain's steward; John J. Gibson, marine; James Agan, first-class fireman, for burial to the westward in the harbor. At 3 p. m. the *Chickasaw* went in and threw several shells at the fort.

August 8.—At 10 a. m. the rebel flag was hauled down on Fort Gaines and the American colors run up. At 10:35 a. m. Fort Gaines saluted the American ensign.

August 9.—At 8 a. m. the buildings around and to the eastward of Fort Morgan were seen in flames. At 12:30 p. m. the *Port Royal* took the ironclad *Tennessee* in tow and steamed in toward Fort Morgan. At 1:30 p. m. our vessels ceased firing and flag-of-truce boat left for the fort and at 2:30 came out to flagship. At 2 launch and first cutter returned from an expedition. At 3:20 Fort Morgan opened fire on the *Port Royal*. The ironclad *Tennessee* stood in toward the fort and opened fire on it. At 3:30 the monitor *Manhattan* steamed in toward the fort.

August 10.—At 3:30 p. m. four steamers loaded with troops steering from Fort Gaines toward Navy Cove.

August 19.—Commander T. H. Stevens reported on board to resume command.

August 20.—8 to midnight: Heavy firing at intervals of about thirty minutes, apparently between the monitors and Fort Morgan.

August 21.—Midnight to 4 a. m.: The fort fired at intervals until 2 o'clock, at which time firing became quite brisk and then subsided. From 4 to 6: Heavy firing between the fort and shore batteries during the watch.

August 23.—Midnight to 4 a. m.: The bombardment of the fort was kept up during the watch. A large fire was discovered on the west side of the fort. At 6:30 a. m. a slow bombardment of the fort was continued, but at the time a white flag was displayed on the fort and the firing ceased. The *Chickasaw* steamed down toward the fort, as did also the *Laura*. At 2:25 p. m. the American flag was hoisted over Fort Morgan. The vessels of the fleet fired a salute in succession and then cheered.

* Names omitted.

Abstract log of the U. S. S. *Ossipee*, Commander William E. Le Roy, U. S. Navy, commanding.

August 5, 1864.—Mobile Bay.—Commences and until 4 a. m.: Calm and pleasant. At 3:10 a. m. *Itasca* came alongside and made fast. At 5 flagship signaled general signal, preparatory 1218. At 5:35 flagship signaled. Got underway, with *Itasca* alongside, and stood in line of battle for Fort Morgan. At 6:20 flagship signaled. At 6:25 leading ships opened fire. At 7:10 Fort Morgan opened fire on the fleet. From 7:20 to 8:30 fleet hotly engaged with rebel batteries and gunboats and ironclad ram *Tennessee*. At 7:40 U. S. monitor *Tecumseh* was sunk by a torpedo abreast of the fort. At 8:15 this ship passed the fort and stood up the bay. At 8:30 rebel ironclad *Tennessee* passed between this ship and the *Monongahela* and delivered a broadside into each ship as she passed. At 9:20 the flagship signaled to us and several other vessels to run the enemy's principal vessel down at full speed. The *Monongahela* and *Lackawanna* immediately ran upon her, doing no apparent damage. At this time the rebel ram lost her smokestack. We then steamed at full speed for the *Tennessee*, but when within 100 yards she hoisted a white flag and surrendered to the fleet. Boarded her and hoisted the United States ensign and brought Captain Johnston, her commander, on board. Admiral Buchanan, being wounded, ordered one of the ironclads to tow prize to flagship. Steamed up near flagship and came to in 3½ fathoms water and veered to 15 fathoms chain, Fort Morgan bearing S. E. ½ S. and Fort Gaines S. ¼ E. per compass. Received on board 19 prisoners as follows: Lieutenant Wharton, Acting Master DeMahy, Gunner [Herman S.] Smith, of the rebel Navy, and William Lewis, Christopher Wheeler, William A. Herrone, P. W. Ott, Francis Farley, W. B. Johnson, marines; and J. Twinning, landsman; John Brown, second-class fireman; John Campbell, coal heaver; Charles Shaeffer, second-class fireman; John A. Campbell, wardroom steward; Edward Kilkenny, first-class landsman; John Powers, first-class fireman; John Cunningham, second-class fireman; George Spriggs, landsman; Dennis Flinn, landsman.

During the action the U. S. S. *Metacomet* engaged and captured the rebel steamer *Selma*. From meridian to 4 p. m.: Received on board the following prisoners: J. H. Fralick, landsman; Peter Elden, quartermaster; Edward Milligan, coal heaver; James Kelly, quarter gunner; G. A. Missinger, landsman; A. Black, ordinary seaman; F. J. Christianson, ordinary seaman; Denis Malone, landsman; James McCann, ordinary seaman; C. H. Parsons, landsman; J. W. Johnson, landsman; L. Boyd, boatswain's mate; William R. Shea, servant. From 4 to 6 p. m.: Weather pleasant. Monitor *Winnebago* engaged firing at and into Fort Powell. From 6 to 8 p. m.: Sent the body of Owen Maines, who died of wounds received in to-day's battle, on board the captured steamer *Selma* and sent wounded, Louis Lord (boy), John Harris (quarter gunner), and Henry Johnson (landsman), on board the *Metacomet* for transportation to the Pensacola hospital. Veered to 30 fathoms chain. Went to quarters and cast loose the battery. From 8 to midnight: Several guns fired during the watch. NOTE.—This ship was so close to the *Tennessee* when the white flag was displayed that though we reversed the engine we struck her such a blow as to injure our stem. Hailed her commander to know if he sur-

rendered, and receiving a reply in the affirmative, sent a boat on board with Acting Volunteer Lieutenant Giraud and Acting Master Bunker, of this ship, who received the surrender, hoisted the American flag, and took possession of the prize.—WM. E. LEROY, *Commander*.

August 6.—Mobile Bay. At 7:15 a. m. all the vessels following the flagship cheered ship. At 5:20 the steamer and wharf near Fort Powell discovered to be on fire and the fort in ruins. At 1 p. m. *Chickasaw* got underway and engaged Fort Gaines. From 4 to 6 p. m.: *Chickasaw* fired at Fort Gaines at intervals. *Selma* went to Fort Powell with the dead. NOTE.—During the forenoon of this day the American flag was hoisted over Fort Powell, which had been evacuated during the night by the enemy.—WM. E. LEROY, *Commander*.

August 7.—At 10:30 a. m. called all hands to muster and captain read Rear-Admiral Farragut's letter of thanks to the officers and crews of the fleet, dated August 6, for their participation and gallant conduct during the fight of the 5th instant; also general order dated August 7, desiring the fleet to return thanks to Almighty God for its signal victory over the enemy on the morning of the 5th instant. Mustered crew and captain held divine service.

August 8.—From 4 to 8 a. m.: No flag to be seen on Fort Gaines this morning. The admiral's steam barge *Loyall* went to Fort Gaines with a flag of truce. At 10 a. m. called all hands to cheer ship. The American flag was hoisted over Fort Gaines. From meridian to 4 p. m.: Several army steamers made their appearance at Fort Gaines and in the [Mississippi] Sound. The smoke of a rebel steamer in sight up the bay.

August 9.—At daylight saw several army steamers outside; also saw troops embarking from Fort Gaines. From 8 to meridian: Sent boat to the *Octorara*, which ship towed in boats from all the vessels to assist in landing troops. The army steamer transporting troops from Fort Gaines and landing them on Mobile Point. Several of the ships went in and opened fire at long range on Fort Morgan. At 1 p. m. the *Monongahela* and *Lackawanna* ceased firing at the fort and anchored. *Tennessee* anchored near the fort. At 3 the fort opened on the *Port Royal* until the latter was out of range.

August 10.—From 8 to meridian: Sent prisoners, Captain J. D. Johnston and Lieutenant A. D. Wharton, captured on the Confederate steamer *Tennessee*, on board the *Cowslip*, to take passage to the U. S. ship *Potomac* at Pensacola preparatory to being sent North, by order of Admiral Farragut. From meridian to 4 p. m.: The prisoners above mentioned returned, weather being too stormy for the *Cowslip* to leave.

August 11.—From 4 to 8 a. m.: Sent prisoners to the *Cowslip* for passage to Pensacola, by order of the admiral, Captain J. D. Johnston, Lieutenant A. D. Wharton, and W. R. Shea (boy), all from Confederate steamer *Tennessee*. Meridian to 4 p. m.: Ironclad *Tennessee* got up her smokestack.

August 12.—From 8 to meridian: Sent the following prisoners, received from the rebel steamer *Tennessee*, on board the steamer *Stockdale*: Acting Master DeMahy, William Lewis, W. A. Harbin, W. B. Johnson, marines; Isaac Dennig, landsman; John Cunningham, second-class fireman; John Campbell, coal heaver; Ed. Kilkenny first-class fireman; John Powers, first-class fireman. From the *Selma*: J. A. Flick, landsman; James McCann, ordinary seaman; F. J. Christianson,

ordinary seaman; James Kelly, quarter gunner; Albert Black, ordinary seaman; Gunner H. S. Smith; Charles Wheeler, Francis Farley, P. W. Ott, marines; John A. Campbell, wardroom steward; Dennis Fliim, landsman; John Brown, second-class fireman; George Spriggs, landsman; Peter Elden, quartermaster; C. H. Parsons, landsman; Denis Malone, coal heaver; J. A. Missinger, landsman; Lawrence Boyd, boatswain's mate; Edw. Milligan, coal heaver.

August 13.—At 2:30 p. m. the ram *Tennessee* got underway and engaged Fort Morgan. From 4 to 6 p. m.: The *Chickasaw* got underway and engaged Fort Morgan. From 6 to 8 p. m.: The *Tennessee* came out from the fort, the rest of the ironclads firing at intervals. From 8 to midnight: Monitors inshore engaged firing shells at Fort Morgan occasionally.

August 14.—Monitors firing at Fort Morgan.

August 15.—Monitors firing on Fort Morgan. From meridian to 4 p. m.: Army batteries firing at intervals at Fort Morgan. From 4 to 6 p. m.: Army batteries firing at Fort Morgan every half hour. From 6 to 8 p. m.: The battery on shore and the *Manhattan* fired occasionally at Fort Morgan. From 8 to midnight: The fort and batteries firing occasionally.

August 16 to 21.—Firing between batteries and Fort Morgan.

August 22.—Commences and until 4 a. m.: Fort Morgan firing at intervals at our shore batteries on Mobile Point. At 5 a. m. flagship signaled. Shore batteries commenced bombarding Fort Morgan. At 5:45 a. m. *Lackawanna*, *Brooklyn*, *Ossipee*, *Monongahela*, *Galena*, ironclads *Manhattan*, *Winnebago*, and *Chickasaw* got underway and stood toward Mobile Point. At 6:16 opened fire on the fort with 100-pounder rifle. At 6:33 put two 100-pounder shell into the fort. At 7 came to with kedge, Fort Morgan bearing S.S.E. by compass. At 7:30 put shot into light-house. At 7:39 *Octorara* got underway and opened fire on the fort. At 7:45 opened fire with XI-inch and 30-pounder rifle. From 8 to meridian: Firing 100-pounder and 30-pounder rifles at intervals. At 9:12 ceased firing in obedience to signal from flagship. At 9:30 shifted position and came to again with kedge in 4 fathoms water. At 10 the *Tritonia*, with boats of the fleet in tow, went out to the *Bermuda*. At 10:30 the *Brooklyn* got underway and anchored near the flagship. At 10:45 the *Hartford* shifted her position. At 11 the *Tennessee* got underway and stood in toward the fort. At 11:15 cast loose the sails in obedience to signal. The monitors and shore batteries continuing the bombardment. From 4 to 6 p. m.: Rapid firing kept up at the fort by shore batteries and ironclads. From 6 to 8 p. m.: Shore batteries and ironclads still engaging the fort. At 8:45 a large fire broke out inside of Fort Morgan and continued to burn during the watch. At 10:45 the shore batteries ceased firing. At 11:20 p. m. batteries opened again on the fort.

August 23.—Commences and until 4 a. m.: Shore batteries still firing at Fort Morgan. At daylight the rebel flag on Fort Morgan was discovered at half-mast. At 6:20 a white flag was hoisted on the ramparts and the *Winnebago* and army steamer *Laura* steamed down to the wharf near the fort and communicated with the rebel authorities. Dense smoke ascending from Fort Morgan. From 8 to meridian: Crew engaged in taking off chain armor and sending it below. At 2:17 p. m. the rebel flag on Fort Morgan was hauled down and our flag was hoisted in its place. The fleet fired a salute and then cheers were given.

Abstract log of the U. S. S. Fort Royal, Lieutenant-Commander Bancroft Gherardi, U. S. Navy, commanding.

August 5, 1864.—Mobile Bay. From 12 to 4 a. m.: Light and variable winds and passing clouds. At 3:30 cast off from the schooner *Maria A. Wood*; lay off and on waiting for daylight; 25 pounds of steam, 9 revolutions, thermometer 80°. At 5 a. m. steamed alongside the *Richmond* and made fast to her. At 5:30 the fleet prepared for action by forming in line of battle. At 5:45 called all hands to quarters, the fleet underway steaming up the channel. At 6:20 the monitors opened fire on Fort Morgan. The fort replied. Passed Sand Island at 6:45. At 7 the *Brooklyn* opened fire on Fort Morgan. At 7:20 we were within close range, when the rebel gunboats opened a heavy fire upon the foremost vessels of the fleet. At 7:38 the *Richmond* fired on the fort with broadside guns and we with our IX-inch and X-inch Dahlgrens. At 8 o'clock the firing was terrific. The U. S. ironclad *Tecumseh* ran afoul of a torpedo and sunk nearly abreast of the fort. Shells struck and exploded all around us, but no one was injured on board. At 8:15 the monitors engaged the ironclad *Tennessee*. We also opened on her with solid shot from IX-inch and X-inch guns. *Metacomet* cast off from the *Hartford* and started in chase of the rebel gunboat *Selma*. At 8:20 we cast off from the *Richmond* and started to cut off the retreat of the rebel gunboat *Selma*. When within range we opened fire on her with 100-pounder rifle. At 8:45 the *Selma* surrendered to the *Metacomet*. We ran alongside of her. At 9:45 the monitors and sloops engaged the rebel ram *Tennessee* and after a terrific engagement for about forty-five minutes she surrendered to the fleet. Took on board the following prisoners from the rebel gunboat *Selma*: Wm. F. Robinson, second lieutenant; Joseph M. Walker, acting master; R. J. Kilpatrick, chief engineer; George B. M. Langdon, second assistant engineer; D. A. [or H.] Dixon, midshipman; John Applegate, third assistant engineer; James Sutton, pilot; John L. Grahl, landsman; W. D. Davis, second-class fireman; Adolph Smith, seaman; F. Finegan, landsman; J. M. Edgar, ordinary seaman; John Dodge, coal heaver; Was. Blakey, landsman; R. W. Forrest, captain hold; Jacob Bokey, landsman; James Morris, second-class fireman; George W. Davis, landsman; Thomas Giles, second-class fireman; Peter Brake, captain's steward; James Butler, wardroom steward; John Schroeder, first-class fireman; Henry Butcher, carpenter's mate; John Gilliland, seaman; H. F. Frater, ordinary seaman (wounded); Christopher Shepherd, boy (wounded); Charles Willer, seaman (wounded); John Roberts, seaman; William Turner, coxswain. At 1:30 p. m. got underway and stood toward the fleet, came to anchor. At 5:30 sent away the following prisoners [5 officers and 10 men]. At 7 p. m. buried Christopher Shepherd (prisoner from the gunboat *Selma*), who died from the effect of wounds received in battle. At 7:30 got underway and stood to the eastward and anchored in 2 fathoms water with 15 fathoms chain. At 11:30 p. m. heard heavy firing in the direction of Fort Morgan.

August 6.—At 4 a. m. got underway and stood toward the flagship. At 5 anchored. The *Metacomet* left for Pensacola under a flag of truce with wounded and dead. At 7:35 saw the stars and stripes flying over Fort Powell. Cheered ship. At 3:20 p. m. the *Chickasaw* opened fire on Fort Gaines. At 4 the *Chickasaw* ceased firing on Fort

Gaines and stood to the westward and came to anchor near Fort Powell.

August 7.—At 10 a. m. called all hands to muster. Read general fleet orders dated August 6 and 7, returning thanks to Almighty God for victory, and commander in chief's thanks to officers and men of the fleet for bravery displayed on their part in battle. Read divine service.

August 8.—At 8:50 a. m. the Army steamer *Laura* entered the bay near Fort Gaines and landed a small number of troops. At 10 the fort surrendered and the American flag was hoisted. The entire fleet cheered. At 11 more troops were landed at the fort. At 1 p. m. got underway and stood toward Fort Powell, to communicate with the fleet in the [Mississippi] Sound. At 1:30 came to anchor off Fort Powell.

August 9.—At 9 a. m. flagship made signal to this ship. Got underway, taking the captured ironclad steamer *Tennessee* in tow and stood toward Fort Morgan. At 1:30 p. m. anchored her on the Middle Ground, cast off our towline, and proceeded toward the flagship. A flag-of-truce boat stood in toward the fort while we were towing the ironclad in. Received orders from our truce officer to go back and tow the *Tennessee* out again to position she was in when flag-of-truce boat started. Steamed back, took her in tow, and while turning around the fort opened fire on us. We immediately cast off, stood out a little, beat to quarters, and opened fire on the fort from 100-pounder rifle and IX-inch and X-inch guns. Fired — shots and stood out of range.

August 10.—From 12 to 4 p. m.: The Army transports were busy carrying troops from Fort Gaines to the eastward of Fort Morgan.

August 11.—At 10:35 a. m., in company with the *Metacomet*, got underway and proceeded up the bay. At 2 p. m. stopped abreast of Alabama City. The *Metacomet* sent 2 boats ashore. At 3 we started ahead up the bay. At 3:50 stopped and sent the launch with armed crew ashore. From 4 to 6 p. m.: Lying for the launch to return, in sight of Mobile City. At 5:15 the launch returned; started ahead in company with the *Metacomet* and stood along the western shore of the bay to observe some floating batteries and steamboats which were brought down and moored near Dog River Bar. At 6 kept away for the fleet. At 8 came to anchor in 2½ fathoms water with 15 fathoms chain ready for slipping 2 miles to the northward of the fleet.

August 12.—At 8:30 a. m. got underway and stood toward the flagship. A boat came alongside containing two refugees from Point Clear. At 9:30 anchored. At 10 flagship made signal to us. Sent prisoners captured in the rebel gunboat *Selma* to the U. S. S. *Stockdale*. At 11 got underway, in company with the *Metacomet*, and stood up the bay. At 2:30 p. m. came to anchor on the east shore of the bay in sight of the city of Mobile. From 4 to 6 p. m. sent two armed boats on shore in company with two from the *Metacomet*. From 6 to 8 p. m.: Boats returned from shore.

August 13.—At 6 a. m. sent an armed boat on shore foraging. At 9:20 boat returned from shore. Got underway and stood down the bay. At 10:30 came to anchor between Point Clear and Alabama City. Sent two armed boats ashore. At 1 p. m. our boats returned, bringing a small sloop in tow, laden with furniture and 11 contrabands.

Got underway and stood down the bay in company with the *Metacomet*. At 4 anchored near the fleet. At 7 transferred 11 contrabands and 1 refugee to the *Octorara*. At 8 came to anchor about 3 miles north of the fleet. From 8 to 12 midnight: The ironclads kept up a constant fire on Fort Morgan.

August 15.—At 11 a. m. light-draft steamers, including the ironclads *Chickasaw* and *Winnebago*, stood up the bay in the direction of Mobile. The *Metacomet* made signal to us. We answered, then stood up the bay. From 12 to 4 p. m.: Underway steaming up the bay toward Mobile. At 2:15 p. m. the *Metacomet* opened fire on the rebel defenses in front of the city. At 2:25 we opened with forward pivot rifle. Fired two shots. The *Metacomet* then made signals to us. Ceased firing. She also made general signals at 3 p. m. The rebel gunboat *Morgan* returned our fire. At 4 came to anchor about 4 miles from the city. At 6:30 the *Metacomet*, *Itasca*, and *Selma* got underway and stood down the bay.

August 16.—At 9 a. m. Captain Gherardi went in toward Mobile with a flag of truce. At 10:50 the *Winnebago* got underway and stood down the bay. At 1:45 p. m. got underway and stood down the eastern shore, coming to anchor in 11 feet of water. Sent two armed boats ashore. From 4 to 6 p. m.: Saw a flag-of-truce boat coming off from the city; sent *Octorara* toward her to communicate. At 6:50 p. m. rebel cavalry opened fire on our boats while shoving off from shore. We got underway immediately, stood in, and opened fire on the enemy with great guns. Fired 3 shots from 100-pounder rifle, 1 from X-inch. At 7:15 boats returned. At 8:20 came to anchor again. At 8:20 received from rebel flag-of-truce boat 60 packages and a quantity of letters to be forwarded to Confederate prisoners of war.

August 19.—At 5:25 a. m. got underway for Pensacola.

Abstract log of the U. S. S. *Richmond*, Captain T. A. Jenkins, U. S. Navy, commanding.

August 5, 1864.—At 3 a. m. called all hands. 3:30 *Port Royal* burned "preparatory" coming in from eastward. Vessels in the fleet with lights up. Commenced clearing ship for action. Got howitzers in fore and main tops. At 4:57 shortened in cable. 5:05 flagship made signal "Preparatory to get underway." Made signal to flagship, "No consort." The *Port Royal* came alongside and made fast to the port side, leaving after pivot gun clear for firing. Lashed the launch and the first cutter of this ship to the port side of the *Port Royal*. Beat to quarters and loaded the battery. 5:30 flagship made signal "Underway, to get." Weighed anchor, secured everything; 6:17 signal, "Take station;" 6:19, "Close order;" 6:20, "Go ahead slow." Steamed in toward the bar third in line ahead. At 7:05 Fort Morgan opened fire. Signal, "Preserve stations." At 7:30 "Battle, a signal for commencing." At 7:45 saw the monitor *Tecumseh* sink. The action brisk from the leading vessels of the fleet and from the three monitors. Fort Morgan, the batteries, and the rebel vessels *Tennessee*, *Morgan*, *Gaines*, and *Selma* firing, but not rapidly or with great accuracy. At about 7:45 the *Brooklyn*, *Hartford*, *Richmond*, and their consorts being abreast of the water battery, the *Hartford* was observed steering to the northward and westward and the *Brooklyn* backing athwart the bow of this ship and very near; order given to

back hard by this ship and the *Port Royal*. As soon as the *Brooklyn* commenced going ahead with starboard helm, the order was given, "Hard a-port and four bells," and when about in the wake of the *Hartford* and a little to the starboard of the *Brooklyn's* wake, stood to the northward and westward. At 8:10 ceased firing the four stern guns at the land batteries and commenced firing at the rebel gunboats *Selma*, *Morgan*, *Gaines*, and ram. At 8:10 *Metacomet* cast off from the *Hartford* and pursued the wooden gunboats and soon after captured the *Selma*, the other two escaping by running under the guns of the fort and the *Gaines* running aground, apparently badly damaged. Immediately after the *Metacomet* started, the *Port Royal* was cast off and sent in pursuit of the rebel wooden gunboats. At about 8:45, the *Brooklyn*, a little on the starboard bow of this ship, was being approached by the rebel ram. When within 200 yards of her, the *Brooklyn* and this ship opened upon her with a rapid fire; this ship with 13 IX-inch solid-shot guns and heaviest charge and our 100-pounder rifle, which continued twenty minutes, the distance varying from 200 to 75 yards. At 9:15 came to near the admiral with port anchor and 30 fathoms chain. The ram, having passed through the line, was next seen by us steaming in toward the fort. Soon afterwards discovered the rebel ram *Tennessee* approaching the fleet. Signal made by the admiral to the ironclads to "destroy the enemy's principal vessel." Signal made to the *Monongahela*, *Lackawanna*, and *Ossipee* to "run down the enemy's principal vessel at full speed." *Chickasaw* passed under the stern of this ship to get around to the rebel ram. Got underway in line abreast with the *Hartford* and *Brooklyn*. *Monongahela* rammed the *Tennessee*, then the *Lackawanna* did the same, and at an interval of about a minute after the *Lackawanna* struck the ram, a lee gun was fired from her, there being no vessel on that side of her at that time, and blew off steam furiously. After perhaps two minutes interval of time the ram apparently deliberately fired two guns at or into the *Lackawanna*. The *Hartford* then rammed the rebel ironclad on her port side and fired her own port battery into her. The *Chickasaw* was some time previous to this immediately astern of the ram, pouring in rapidly XI-inch shot, one of which was plainly seen to knock down the smokestack. The *Hartford* steamed around to the northward and westward, *Chickasaw* and *Manhattan* by this time being near the ram, the *Chickasaw* nearly touching her stern. At this time it was discovered that the ship's buoy rope was foul astern; stopped, called the tender *Loyall* alongside, and cleared it. At about 10 a. m. the ram *Tennessee* hoisted a white flag and surrendered to the fleet. She was towed up by the *Chickasaw*. 10:25 anchored in obedience to signal. 10:30 piped down. Received one 6½-inch conical shot through the starboard side, one shot struck the chain armor, one shroud of starboard main rigging and fore brace shot away. At 12:45 p. m. *Hartford* made signal "Send boat to the prize *Tennessee* for prisoners." 1:30 p. m. signal "All the fleet send surgeons." 1:50 "Report killed and wounded." *Port Royal* returned from up the bay and returned our launch, first cutter having been cut away. At 2, signal "Repair on board, captains." 2:35 third cutter returned with 18 men and 3 officers as prisoners. Officers were David G. Raney, first lieutenant, Marine Corps; John Hayes, second assistant engineer, and Assistant Surgeon R. C. Bowles. 3:45 flagship made signal "Send wounded to the *Metacomet*." 11:45 (?) signal "Send surgeon here." From 4 to

8 p. m.: William Morrison reported his time of service having expired. Received 11 prisoners from the *Selma*. Transferred four men and Acting Master's Mate De Witt to the *Selma*. Some of our vessels coming down the bay. At 10:30 p. m. saw a large flash and heard a heavy report in the range of Fort Powell. At 11:30 vessel outside made signal "Sail running out." Saw a dense column of black smoke to the E. S. E. and saw one of our vessels give chase firing at intervals. Transferred John D. Ford, second assistant engineer, and two men to the *Tennessee*. Transferred Daniel O'Daniel (Marine Corps) to the *Metacomet* for passage to Pensacola hospital. Assistant Surgeon John McD. Rice and Dr. Bowles, of the *Tennessee*, went to the *Metacomet* to go to Pensacola.

Examined.

THORNTON A. JENKINS,
Captain.

Ensign P. H. COOPER,
Navigating Officer.

August 21, 1864.—Commences and until 4 a. m.: Occasional firing from our shore batteries and Fort Morgan. From 8 to meridian: Sent to the tinclad *Rodolph* for use of the batteries on shore, 100 IX-inch shell, 50 5-second, and 50 10-second, with 200 primers. From 4 to 8 p. m.: Firing from Fort Morgan at our batteries on shore.

August 22.—At 4 a. m. called all hands up anchor and brought to the starboard chain. At 5:10 a. m. batteries opened fire on the fort. At 5:35 called all hands to up anchor and got underway. At 6:10 anchored with port anchor and carried out a kedge from port quarter. At 6:20 opened fire. From 8 to meridian: Batteries on shore and *Richmond, Lackawanna, Brooklyn, Monongahela, Ossipee, Galena, Octorara*, and ironclads firing. At 9:25 flagship made signal "Cease firing." At 9:45 "Send paymaster to *Tritonia* with boats." At 10:45 repeated signal to *Sebago* "Cease firing." At 1:30 p. m. weighed the kedge and brought it alongside. Batteries and ironclads bombarding the fort. From 4 to 8 p. m.: Signals made, "Send boats to the *Rodolph* to land ammunition." Got underway and backed into 3½ fathoms water and anchored; 30 fathoms chain. 8 to midnight: Large fire in Fort Morgan.

August 23.—Commences and until 4 a. m.: Fire still burning inside of Fort Morgan. From 4 to 8 a. m.: Batteries on shore firing at the fort at intervals of fifteen minutes. At 5:35 dense volumes of black smoke seen issuing from the fort, which finally burst into flames. At 6:33 a small white flag was raised on the parapet and soon after a larger one took its place. At 6:15 the *Manhattan* and *Chickasaw* stood toward the fort. At 6:40 *Chickasaw* sent a boat to the fort. At 6:47 the *Laura* and another army steamer went alongside the wharf. At 7 the *Cowslip* stood toward the fort. At 7:05 the *Galena* stood in toward the fort and anchored. At 12:03 p. m. flagship made signal, "Fort Morgan surrendered this afternoon; captains and officers who wish to go, repair on board the *Octorara*." Asked, "At what hour?" Answer: "At 1." Flag made signal, "Salute, follow flag, succeed rank; when they have hoisted flag, fire all guns." At 2:16 the rebel flag on Fort Morgan was hauled and the stars and stripes hoisted. Saluted with fleet. Fired 18 guns.

August 25.—4 to 8 p. m.: *Cowslip* engaged taking up torpedoes. In towing them on shore one torpedo exploded, killing and wounding about 13 men.

Abstract log of the U. S. S. *Sebago*, Lieutenant-Commander W. E. Fitzhugh, U. S. Navy, commanding.

June 16, 1864.—Mississippi Sound. At 8:15 p. m. Mr. [William H.] Mallard left the ship in the first cutter with 12 men to reconnoiter under the north shore for the purpose of intercepting the rebel mail between Mobile and points along the sound.

June 17.—At 12:30 p. m. got underway and steamed up to the west end of Dauphin Island to take the first cutter in tow. At 1:25 Mr. Mallard came on board with the ship's mail, which he received from the *Glasgow*. He reported as being unsuccessful in capturing the rebel mail. At 8 p. m. sent Mr. Mallard with a crew of 12 men, in tow of the *Buckthorn*, to the north shore to capture anything running the blockade between Mobile and points along the sound.

June 18.—At 7 a. m. the *Buckthorn* arrived with the first cutter in tow. At 7:15 the first cutter returned on board, not having accomplished the object of the expedition.

June 26.—At 10 a. m. came to off a small island between Petit Bois and Dauphin islands. Sent Mr. Rogers, with starboard watch, to haul boats off the beach. At 11:20 Mr. Rogers returned with two yachts; took them in tow and proceeded to sea through Petit Bois [Island] Pass. Meridian to 4 p. m.: Shaped our course for the fleet off Mobile. At 2:45 came to with port anchor alongside the *Hartford*.

July 10.—At 6 a. m. discovered a blockade runner ashore, apparently, near Fort Morgan. The *Monongahela* and *Genesee* were ordered in to shell her. At 1:30 p. m. the blockade runner ashore eastward of Fort Morgan got off, steamed in several hundred yards toward the fort, and brought up again abreast of old hospital. *Lackawanna* fired several shots at her. Fort Morgan fired twice in reply. At 4:10 p. m. the *Seminole* and *Metacomet* opened fire upon the blockade runner lying aground near the fort. At 5:55 the flagship made telegraphic signals. The *Seminole* and *Metacomet* immediately withdrew from action and returned to the fleet.

July 11.—At 9 a. m. the *Oneida* ran in and shelled the blockade runner in Swash Channel. At 2:55 p. m. *Kennebec* and *Pinola* stood in toward fort and opened fire upon the blockade runner. At 5 p. m. the *Kennebec* and *Pinola* ceased firing and returned to the fleet. At 6:30 p. m. Rear-Admiral D. G. Farragut transferred his flag to the *Tennessee*.

July 25.—At 7 p. m. came to anchor near Sand Island in 6½ fathoms, Fort Morgan bearing N. by E. *Hartford's* boat came alongside in charge of Flag-Lieutenant Watson. At 8:30 sent out picket boat in charge of Acting Ensign Blood, in company with boats from the *Hartford* and *Monongahela*.

July 26.—At 1:35 a. m. Lieutenant Watson returned on board this ship. At 4 a. m. our picket boat returned. At 4:20 got underway and towed the picket boats to their respective ships.

August 2.—Pensacola navy yard. From 4 to 8 a. m.: Struck topmasts and landed them on wharf. Sent ice chests, spare ladders, and all unnecessary lumber on shore. At 11:15 commenced to take

in coal on deck; received 10 tons. From 4 to 6: Employed fastening chain armor on outside of vessel. From 6 to 8 p. m.: Crew employed putting chain on the bow.

August 3.—At 5:10 a. m. got underway and steamed out to sea. At 5:45 passed Fort Pickens. At 6:10 passed outer buoy. Saw a small schooner to the southward; gave chase after her. At 7:45 fired a shot from 100-pounder Parrott rifle across her stern and brought her to. At 8:15 boarded the schooner *Fanny*, Captain Harris, from Pensacola to New Orleans. At 12:45 p. m. made the fleet off Mobile ahead. At 2 exchanged numbers with the flagship *Hartford*. At 3:15 came to anchor. At 7 an army transport steamer with a schooner in tow with troops on board arrived at the fleet; also a bark with coal for the fleet. At 7:30 at quarters for inspection. Steaming in for our station, attempted to pass the *Lackawanna*, and, owing to the sluggish and unwieldy movements of the vessel, we drifted afoul of the *Lackawanna* and stove in our first cutter and also our paddle-wheel box. We immediately got clear. In the collision lost our 12-pounder rifle howitzer overboard.

August 5.—Off Mobile. At 5 a. m. got underway and stood toward the fleet. At 5:20 *Brooklyn*, with *Metacomet* alongside, stood in toward Sand Island. At 5:30 *Hartford* made general signal. At 5:45 fleet stood in toward Sand Island, leaving *Sebago*, *Tennessee*, *Bienville*, and *Genesee* outside. At 6:15 stood in toward Swash Channel. At 6:40 *Brooklyn* passed Sand Island light, followed by *Hartford* and rest of the fleet. At 7:03 Fort Morgan opened fire, first shot falling short of the *Brooklyn*. At 7:06 the *Brooklyn*, *Hartford*, and monitors commenced firing. At 7 *Hartford* made general signal. At 7:25 she made signal again. At 7:20 *Pembina* opened fire outside. At 7:30 beat to quarters and cleared ship for action, steaming in closer to Fort Morgan by Swash Channel. At 7:25 flagship made signal. At 7:45 opened fire with our rifle and IX-inch guns. At 8:30 ceased firing, having fired 18 shots in all. *Genesee* made signal; secured battery and steamed out to her. At 10:30 came to anchor. From 4 to 6 p. m.: Fleet at anchor inside to northward and eastward of Fort Gaines. At 11:40 p. m. saw a rebel vessel running out from Morgan. We immediately slipped anchor, went to quarters, and gave chase.

August 6.—At 12:45 a. m. piped down. Stood out to southward and eastward to intercept the supposed rebel steamer. At 3:30 made a vessel's lights ahead, evidently crossing our bows to northward and westward. Went to quarters, but lost sight of her in a thick cloud. Pressure of steam, 33 pounds. Temperature of water in bilge, 90°. At 5 a. m. hove around and stood in toward land, having failed to discover the chase. At 7:40 made the fleet off Mobile. At 9 saw the *Metacomet* outside, standing for Pensacola. From 4 to 6 p. m.: The Mississippi monitors got underway and stood up toward Grant's Pass, throwing an occasional shot at Fort Gaines.

August 7.—At 4:15 p. m. discovered the American flag flying on Fort Powell. From 6 to 8 p. m.: *Buckthorn* arrived, bringing intelligence that Fort Powell had been evacuated and blown up, and also that the rebel gunboat supposed to have run out on Friday night had not done so, but was now above Dog River bar, whither she had been chased by our gunboats inside.

August 8.—At 9:40 a. m. the tugs arrived and immediately started for Mississippi Sound. At 10 discovered the American flag flying on Fort Gaines. Steamed out and communicated with the *Genesee*. At 10:50 steamed to westward, in company with the *Genesee* and *Pinola*. At 6 p. m. received on board 147 rebel prisoners (captured at Fort Gaines) from the *Stockdale*. At 7:55 got underway, in company with the *Bienville* and *Genesee*, and started for New Orleans.

August 13.—Off Mobile. At 3:45 a. m. discovered that the enemy had fired the buildings in and around Fort Morgan. At 11:30 discovered troops intrenching about $1\frac{1}{2}$ miles to the eastward of Fort Morgan. At 1:15 p. m. got underway and steamed in toward Swash Channel. At 2:10 came to anchor. At 2:30 the monitor *Manhattan* steamed in and opened fire on Fort Morgan from the bay side, the fort returning the fire. At 4:30 the monitor ceased firing on Fort Morgan. At 5:30 the monitor *Chickasaw* opened fire on Fort Morgan. At 6:30 monitors shelling Fort Morgan leisurely. From 8 to midnight: Monitor keeping up her fire upon Fort Morgan at intervals.

August 14.—Commenced and until 4 a. m.: Monitor firing on Fort Morgan at intervals of from one-fourth to one-half an hour. At 6:45 p. m. our troops opened fire from their battery upon Fort Morgan. From 8 to midnight: One monitor and a shore battery firing on Fort Morgan at intervals of one-half hour.

August 15.—Between 8 and 10 p. m. brisk firing between our batteries and one monitor and Fort Morgan, an occasional shell from Morgan bursting close aboard the camp near our anchorage.

August 21.—Occasional shots from our batteries and Fort Morgan. At 2 p. m. an army steam transport, loaded with troops, arrived from eastward and passed in Pelican Island Channel. Fort Morgan fired several shots at steamer in bay coming within range, and at the batteries and trenches in its front. From 4 to 6 p. m.: During the watch the enemy fired six shots from Fort Morgan down the peninsula in the direction of our camps, but without doing any perceptible injury. From 8 to midnight: Fort Morgan shelling the batteries at intervals through the watch.

August 22.—Commences and until 4 a. m.: Firing at intervals from Fort Morgan throughout the watch, our batteries returning the fire. At 5 a. m. the shore batteries opened fire on Fort Morgan. At 5:30 the fleet inside commenced firing. From 8 to meridian: Continuous firing on Fort Morgan from the fleet inside and batteries. From meridian to 4 p. m.: During this watch the shore batteries have maintained a vigorous fire upon the fort, assisted by an occasional shot from the *Octorara* from the bay side. From 4 to 6 p. m.: Shore batteries, the *Octorara*, and the ironclads *Manhattan* and *Winnebago* maintained a vigorous fire upon Fort Morgan. At 8:30 discovered the interior of Fort Morgan to be on fire, our batteries keeping up an incessant and well-directed fire upon the fort until 10:45, when there was a temporary suspension for fifteen minutes, when they again resumed operations, maintaining a brisk fire, the flames in the fort spreading rapidly.

August 23.—Commences and until 4 a. m.: Fort Morgan is on fire. The shore batteries and ironclads keep up a vigorous fire. At 6:10 a. m. a dense black smoke arose from Fort Morgan and continued with occasional explosions for nearly an hour. At 6:40 the white flag was hung out from the northeast rampart; firing ceased. Portions of the

garrison came out on the glacis and conversed with our troops. At 1:30 p. m. received on board pilot Freeman. At 2 p. m. the American ensign was hoisted on Fort Morgan. At 5 passed in over the bar at entrance of Main Ship Channel. At 5:25 passed Fort Morgan and entered the bay. Steamers *Bienville* and *Tennessee* were lying off Fort Morgan receiving the prisoners captured with the fort.

Abstract log of the U. S. S. *Seminole*, Commander Edward Donaldson, U. S. Navy, commanding.

August 5, 1864.—Mobile Bay. At 3:30 a. m. saw a Coston night signal, preparatory, burned, bearing W., and a vessel's distinguishing lights, which proved to be the *Port Royal*. At 5:35 the flagship made general signals. Got underway and made fast to the port side of the *Lackawanna* and steamed in over Mobile Bar toward Fort Morgan and went to quarters. At 5:52 general signal from flagship, also general signal to this ship. At 6:35 the fleet set their battle flags and moved up toward the fort in close order. At 6:45 general signal from flagship. —The action at this time commenced and soon became general, the fleet firing on and receiving the fire of the fort and enemy's gunboats. At 7:15, having passed the fort, cast off from the *Lackawanna* and proceeded up the bay, steering N. W. $\frac{1}{2}$ W. The firing at this time slackened and soon ceased altogether. At 7:30 the flagship made general signal. At 8:15 came to anchor close to the flagship in $3\frac{1}{4}$ fathoms of water. No casualties during this engagement. At 9:30 slipped and stood toward the rebel ram *Tennessee*. At 10:15 the rebel ram *Tennessee* surrendered to the fleet. We then stood up the bay and anchored at our previous anchorage. Received on board 26 prisoners from prize ram *Tennessee*. From 6 to 8 p. m.: Received on board rebel prisoner Robert J. Killpatrick, chief engineer of rebel steamer *Selma*.

August 6.—At 6 a. m. the *Metacomet* stood down toward Fort Morgan under a flag of truce. At 7 the *Metacomet* sailed, having on board our wounded, rebel prisoners and their wounded. At 7:25 saw the American flag flying over Fort Powell.

August 9.—From 8 to meridian: Part of the fleet engaged in shelling Fort Morgan.

August 13.—At 3:30 a. m. all the buildings near Fort Morgan were in flames; also heard the report of one large gun. *Tennessee* engaged in shelling Fort Morgan, the fort returning the fire at 3:30 p. m.

August 21.—Fort Morgan firing at intervals at 3:30 a. m. At 10 inspected crew at quarters; divine service. Meridian to 4 p. m.: Fort Morgan shelling the battery on shore at intervals.

August 22.—Commences and until 4 a. m.: Batteries on shore shelling Fort Morgan at intervals, the fort replying. At 5:15 our batteries on shore opened fire on Fort Morgan. At 5:30 most of the fleet got underway and stood in nearer the fort and opened fire. From 8 to meridian: The fleet and our shore batteries engaged shelling Fort Morgan. At 3 p. m. *Hartford* made general signal; sent a boat in obedience. Monitors and land batteries shelling the fort, Morgan. From 4 to 6: Shore batteries engaged in shelling Fort Morgan. From 6 to 8 p. m.: Batteries on shore engaged shelling Fort Morgan. From

8 to midnight: Shore batteries continued firing at Fort Morgan. At 8:30 a heavy fire broke out in Fort Morgan.

August 23.—Commences and until 4 a. m.: Land batteries bombarding Fort Morgan. At 6:30 a. m. the enemy set a white flag on Fort Morgan, when the firing immediately ceased. At 8 fire still burning in fort.

August 25.—At 5 p. m. a torpedo exploded that our men were hauling on shore. Brought on board Mr. Miller, with his leg broken by the explosion of the torpedo; sent on shore the launch with cots for the wounded. At 7 p. m. received on board the body of Charles Milliken, landsman, accidentally killed on shore by the explosion of a torpedo. The admiral's steam barge *Loyall* brought from the shore and placed on board the *Brooklyn* the following men, attached to this ship, mortally wounded: Robert G. White, seaman; John Miller, seaman; George Thompson, seaman, and Isaac Young, ordinary seaman, for treatment and transportation.

August 26.—At 6 a. m. sent first cutter ashore with an officer in charge to dig a grave for the body of Charles Milliken. At 10:30 sent the body ashore for interment and set the ensign at half-mast.

Abstract log of the U. S. S. *Stockdale*, Acting Volunteer Lieutenant Thomas Edwards, U. S. Navy, commanding.

May 2, 1864.—At 11:20 a. m. came to anchor off Mandeville. At 11:30 sent cutter ashore in charge of executive officer with 12 armed men. At 11:45 fired a 10-second shell over the town. At 12 the cutter returned. At 1 p. m. got underway and went in nearer the shore. Sent first cutter ashore in charge of executive officer and 12 men, armed with rifles. At 2:30 cutter returned. At 3 got underway and proceeded toward the New Basin.

May 16.—At 6:50 a. m. came to anchor in Tchefuncta River. At 9 sent away first cutter for sand, in charge of Executive Officer John Lourie, accompanied by Third Assistant Engineer James Lockwood and Acting Master's Mate Gilbert H. Moore and 5 men, armed with rifles. Upon landing they were attacked by a company of sharpshooters. Called all hands to quarters and engaged the enemy; recovered the boat and 5 men. Acting Master's Mate Gilbert H. Moore was brought on board mortally wounded. Acting Ensign John Lourie and Third Assistant Engineer James Lockwood were captured with 4 rifles, 3 bayonets, 2 musket boxes. During the engagement fired 5 5-second shell from Parrott guns, 9 shrapnel from howitzer. Got underway and proceeded toward Mandeville. At 1:55 p. m. Gilbert H. Moore, acting master's mate, died from the effects of his wounds. At 12 meridian sent a boat on shore at Mandeville with a flag of truce. At 12:15 boat returned. At 12:30 sent a boat on shore again. At 1 boat returned. At 1:30 got underway and proceeded toward the New Basin.

July 25.—At 6:30 p. m. cast off lines, steamed out of the canal, and stood to the eastward. Beat to quarters and spoke the U. S. S. *Elk*, from Mississippi Sound, to New Orleans, with orders from Admiral Farragut for the *Stockdale* to proceed to Petit Bois Island and report to senior officer there. At 8 changed our course and steamed into the basin for coal.

July 29.—At 4 p. m. came to anchor off Point aux Pins. At 5 p. m. sent first cutter in charge of the pilot to sound. At 6:15 cutter returned. At 7:15 got underway and steamed in farther to the land. At 7:30 came to anchor in 7 feet water with 15 fathoms chain, *Conemaugh* bearing S. S. W., *Jackson* bearing S. E. by S.

August 2.—At 10 a. m. came to anchor near flagship *Conemaugh*, off Petit Bois Island, gunboats *Jackson* and *Narcissus* at anchor off here also. Transports *Laura*, *J. M. Brown*, *Clyde*, *Tamaulipas*, and *James Battle* off here, with troops on board.

August 3.—At 2:15 p. m. got underway and steamed toward Dauphin Island in company with flagship *Conemaugh*, steamer *Jackson*, and *Estrella*. At 5:10 p. m. came to anchor and sent all boats to senior officer in obedience to signals. U. S. transport steamers came down and commenced to land troops on Dauphin Island. 5:30 commenced to disembark troops on Dauphin Island. At 7:10 the *Jackson* commenced shelling the woods. At 9 *Jackson* ceased firing.

August 4.—At 2 a. m. boats returned from disembarking troops. At 11 monitor fired three shell at Fort Gaines. The fort returned the fire. At 5 p. m. the *Conemaugh* made signals. Sent boats in obedience to signals to disembark troops. At 5:45 boats returned.

August 5.—At 5:10 a. m. the flagship signalized the following numbers, 2139. At 6:10 got underway and stood farther to land. At 6:30 came to anchor in 8 feet water with 10 fathoms chain out. At 7 the fleet commenced bombarding Forts Morgan and Gaines. At 7:20 hove up anchor and steamed toward Fort Powell. At 7:40 called all hands to quarters and commenced firing on Fort Powell. At 9:30 the *Conemaugh* signaled; we ceased firing; steamed to her and spoke her. At 10 came to anchor. At 11 got underway and steamed in toward Fort Powell, in company with *Conemaugh*, *Jackson*, *Narcissus*, and *Estrella*, and commenced firing on Fort Powell. *Conemaugh* made signals. At 12:35 came to anchor in 11 feet water with 14 fathoms chain. At 3:30 p. m. the monitor *Chickasaw* steamed up toward Fort Powell and fired four shots. From 4 to 6 p. m.: Monitor *Chickasaw* fired 8 shots at Fort Powell.

August 6.—At 5:15 a. m. the *Estrella* got underway and steamed alongside the *Conemaugh*. At 5:15 *Estrella* steamed in toward Fort Powell. At 6 she came to anchor and sent a boat in and hoisted the American ensign on the fort.

August 7.—At 6:30 a. m. a boat came out from Fort Gaines with a flag of truce. A boat was sent from the flag-ship *Hartford* to communicate with her. At 7:30 flag-of-truce boat returned to Fort Gaines. At 10:15 a. m. two shots were fired from Fort Morgan. At 11:10 the *Metacomet* came in under a flag of truce. At 5 p. m. sent 29 men on board the steamer *Selma*. At 7 p. m. the *Metacomet* went down to the fort with a flag of truce. At 7:30 she returned.

August 8.—At 6:45 a. m. Rear-Admiral Farragut and staff went to Fort Gaines under a flag of truce. At 10 a. m. the American ensign was hoisted over Fort Gaines. Called all hands to cheer ship. At 12:30 p. m. received 400 rebel prisoners on board. At 1:30 cast off lines and steamed toward the *Bienville*. At 2:15 went alongside the *Bienville* and sent the prisoners on board. At 2:30 cast off lines and steamed toward Fort Gaines. Received more rebel prisoners on board. At 4:10 p. m. steamed out of the bay, made fast the *Genesee*, put 300 prisoners on board the *Genesee*, steamed alongside the

Sebago, and put 200 prisoners on board; cast off lines and steamed inside the bay. At 6:30 p. m. came to anchor off Fort Gaines.

August 9.—At 6 a. m. got ship underway and steamed in alongside wharf at Fort Gaines and took a load of troops. At 10 came alongside the wharf at Pilot Town and landed troops. At 10:45 went alongside the transport *Kate Dale* and took in some troops and took a barge in tow loaded with troops and steamed in alongside the wharf and landed them, the fleet bombarding Fort Morgan. From 12 to 4 p. m.: Landing troops. At 7:30 p. m. came to anchor off Fort Gaines.

August 13.—From 12 to 4 p. m.: The ram *Tennessee* has been engaged shelling the Fort Morgan during this p. m. From 4 to 6 p. m.: The *Chickasaw* bombarding Fort Morgan. From 6 to 8 p. m.: The *Winnebago* and *Manhattan* bombarding Fort Morgan. Musket firing heard on shore. At 8 hove up anchor and steamed inshore. From 8 to midnight: The *Winnebago* has been engaged firing at Fort Morgan about every fifteen minutes during this watch.

August 14.—From 4 to 6 p. m.: Monitor *Winnebago* has been engaged firing at Fort Morgan at intervals.

August 19.—At 12:45 p. m. proceeded on our course toward Ship Island. At 6 p. m. came to anchor off Deer Island.

August 20.—At 6 a. m. came to anchor off Ship Island. At 2:45 p. m. came to anchor off Deer Island. At 5:30 p. m. called all hands to quarters and fired two 5-second shells from Parrott guns and four 3-second shrapnel from howitzers. At 6 got underway and steamed into Biloxi Bay. At 6:15 came to anchor.

August 23.—At 1:45 p. m. steamed toward Fort Morgan. At 2 p. m. the stars and stripes were hoisted over Fort Morgan. At 5:30 steamed toward Pilot Town. At 5:45 came to anchor between Pilot Town and Fort Morgan. At 6 commenced receiving shell from navy battery. At 7 got all the powder and shell on board, got underway, and steamed over to the fleet and came to anchor.

September 8.—Navy Cove. At 7 a. m. came to anchor near the flagship. At 7:45 got underway. At 10:30 called all hands to quarters. At 11:30 came to anchor with 10 fathoms chain. Our commanding officer went ashore with an armed boat's crew and 10 men, armed with muskets, to destroy salt works. At 12:30 p. m. transport *Planter* arrived with troops on board. At 12:30 first cutter returned. At 1 went ashore again with 20 men to destroy salt works. At 3 troops disembarked.

September 9.—At 5 a. m. a boatswain and 12 men went ashore in charge of executive officer to destroy salt works.

September 10.—At 7:30 p. m. sent 33 men on board the *Circassian*. Captain [Thomas] Edwards went also on board, going north on a leave of absence for sixty days.

November 5.—Acting Master S. V. Bennis, commanding. At 11:15 a. m. spoke the *Rodolph* and came to anchor near Fort Powell. At 11:30 Captain Bennis went on board of the *Rodolph*. At 1:30 p. m. Captain Bennis returned on board. Captain Pennington, of the *J. P. Jackson*, came on board. Same time received 4 prisoners from the *Rose* that the *Jackson* captured. At 1:45 weighed anchor and steamed toward the fleet. At 3:30 came to anchor off the flagship. At 3:45 Admiral Farragut and staff came on board of this vessel; we got underway and steamed for Fort Gaines. At 4:15 arrived off Fort Gaines. Admiral Farragut and staff went on shore to the fort. We sent 4

prisoners on shore that we received from the *Rose*. At 4:45 we steamed toward Fort Powell. At 5:30 steamed through Grant's Pass into Mississippi Sound; spoke the *Rose* and steamed down the sound in company. At 6:30 Captain Pennington went on board the *Rose*. At 10:30 came to anchor off Horn Island in company with the *Rose*, the *J. P. Jackson*, and brig *Bohio*.

November 6.—At 3:45 a. m. Captain Pennington, of the *J. P. Jackson*, accompanied by some officers from that vessel, also some from the *Rose*, came on board of this vessel, in all amounting to about 70 all told. At 4:15 a. m. weighed anchor and steamed toward West Pascagoula River. At 6:30 ship grounded on the bar in 3½ feet water on a mud lump, ship drawing 2 feet 9 inches, stuck fast amidships. We got out anchors and tried to kedge her off, and by backing same time hard on the engines, but did not succeed, as the tide was falling fast all the time. At 4:15 backed the ship off, hove up the anchor, and steamed toward Round Island. At 6:45 came to anchor off Round Island. A refugee came on board, stating that he was one week from Mobile.

November 7.—Captain Pennington, with officers from the *J. P. Jackson*, came on board. At 5 p. m. weighed anchor and steamed toward Biloxi Bay. At 9:30 p. m. Captain Pennington and some officers, with an armed boat's crew, went on shore to a house. Got information of one Major Strong being in the vicinity. Boats returned at 11 p. m. At 11:15 Captain Pennington went on shore and captured the same Major Strong, while Captain Bennis got underway and steamed up the river. At 12 came to anchor.

November 8.—At 1 a. m. Captain Pennington, with 2 officers and some 35 men from the gunboat *J. P. Jackson*, also a boat from the *Rose*, with one officer and 12 men, and an armed crew of 15 men from this vessel, with Master's Mates F. H. Johnson and C. H. Cleaveland, started up to Hansboro. At 6:15 weighed anchor and steamed up the river in company with steamer *Rose*. At 8 made fast alongside the wharf at Hansboro, and the party which went up in boats came on board. All hands at work taking lumber on board. At 4 p. m. cast off lines from wharf and steamed down the river in tow of the *Rose*. At 6 came to anchor about 3½ miles below the town of Hansboro. At 9, 4 refugees came on board, stating they were from Charleston, S. C., by way of Mobile, Ala.

November 9.—At 8 a. m. weighed anchor and steamed down the river in tow of the *Rose*. Made several anchorages during the watch. Some 8 or 10 refugees came on board. At 9 the *Rose* started for Ship Island with some refugees. Captain Green, of the *Vincennes*, left this vessel to take passage on the *Rose*. At 9:15 we came to anchor in the Back Bay of Biloxi. At 10 three boats, with crews well armed, and Captain Bennis and Captain Pennington, with some officers, went on shore. At 2:30 a skiff came off with a refugee, stating that he was four days from Mobile. At 6:15 Captain Bennis, Captain Pennington, and most of the officers and men who went on shore in the boats came in on the *Rose*, having joined her at Biloxi. At 7:30 sent boat ashore and brought off the *Jackson's* boats and a lot of furniture, also 2 refugees.

December 8.—At 2:40 a. m. came to anchor off Point aux Chênes. At 7:20 a. m. saw a fore-and-aft schooner in East Pascagoula River, heading to the southward, with no sail set and evidently ashore. At

7:30 got underway and steamed for her. At the same time saw U. S. S. *Jackson* lying opposite the mouth of river, about 3 miles off. At 8:15 saw the schooner in the river was ashore and that a boat from the *Jackson* was on board of her. Steamed into the river as close as we could get to schooner on account of obstructions in channel. At 8:30 came to anchor with port anchor in 8 feet water and commenced removing piles which made the obstructions. Sent a boat on board the schooner and communicated with Acting Volunteer Lieutenant L. W. Pennington, commanding U. S. S. *J. P. Jackson*. Found schooner to be the *Medora*, of New Orleans, from East Pascagoula River, loaded with 150 bales of cotton, commanded by J. E. Sarrazin, and having on board a supercargo, giving his name as Mr. Logan, and a crew of 5 men. Found schooner to be a prize. During the watch all hands employed in removing obstructions and making a channel. From meridian to 4 p. m.: Crew employed in clearing obstructions. At 3:30 succeeded in getting alongside of schooner *Medora* and made fast for the purpose of towing her. From 4 to 6 p. m.: Found the schooner could not be started by towing her. Commenced taking cotton on board the *Stockdale* to lighten her. Took off 68 bales and tried to start her with steamer. From 6 to 8 p. m.: After pulling on *Medora*, could not start her with steamer. At 7:30 cast off from her and steamed out over the bar. Came to with port anchor. At 7:45 sent an armed boat with 10 men to guard the *Medora*.

December 9.--At 11:50 a. m. succeeded in getting the schooner off and anchored her in 8 feet water outside the bar at Pascagoula River.

CONFEDERATE REPORTS AND CORRESPONDENCE.

Report of Captain Rugeley, U. S. Army, regarding operations at Matagorda, Tex.

HEADQUARTERS,
Matagorda, January 4, 1863 [4].

SIR: In the afternoon of December the 30th I received a communication from Captain [James R.] Marmion, of the steam gunboat *John F. Carr*, through Captain Crofts, of the steamer *Cora*, that if I should hear any firing from the *Carr* to come over or send a detachment of 30 men.

Not long after receiving this intelligence I heard several guns from the *Carr*, which was then lying in the bay near the peninsula and opposite the town of Matagorda. I immediately placed my men, consisting of 1 lieutenant, 4 noncommissioned officers, and 35 privates, together with 3 volunteers from the town of Matagorda (commanded by myself), on board of the *Cora* and started from the wharf for the *Carr*, which I reached about sunset. Upon consultation with Captains Marmion and Hall it was agreed that we should make a night attack upon the enemy's encampment or intrenchment, provided we deemed it prudent after reconnoitering.

The plan was to land our force, consisting of my own men and 15 from the gunboats, including officers, on the peninsula by the small boats; move up to within a safe distance, reconnoiter, and, if prudent, make the attack. The steamers *Carr* and *Cora* were lying at anchor

about 1,000 to 1,200 yards from the peninsula about 10 o'clock p. m., and after running halfway to the shore a most terrific norther began to blow, which induced us to abandon the attack and order a return to the steamers.

The boat in which were Captains Marmion, Hall, [H. S.] Lubbock, and myself, together with Mr. Wilcox, of the Signal Corps, and three others, succeeded in reaching the steamers. The two other boats filled and sank and 18 of my men were lost, together with the 3 volunteers above mentioned, to wit: Sergeants Matthews and Jones; Corporal McKinley; Privates McKinley, Connor, J. and F. Secrist, Thomas Wadsworth, James Seaborn, May, Meneley, Walton, A. C. Johnson, Hines, Gibson, Copeland, and Howell; George M. Bowie has not been found, but no doubt he was drowned; volunteers, James Rugeley, Duggan, and Lake. Fifteen minutes longer and the whole party would have landed, and I believe we could have taken the enemy, as they numbered but few, if any, more than we did.

When our men who escaped drowning reached their intrenchments, about 12 o'clock m., their fires were still burning. While attempting to reach the steamers several of my men discharged their guns, and immediately rockets were thrown up from their steamers on the outside, and I think at that time the enemy left their intrenchments.

Never did an undertaking at its commencement appear more auspicious or one which ended more disastrously. As I am now too few in numbers to discharge my duties fully at this post I would be glad to have Lieutenant Davis relieved at Elliott's Ferry by a company or detachment. Let him return to his company.

Very respectfully, your obedient servant,

E. S. RUGELEY,
Captain, Company D, Brown's Regiment T. C.

Lieutenant JAMES PERRY BRYAN, *Adjutant.*

[Telegram.]

RICHMOND, *January 4, 1864.*
(Received Selma, 7th.)

Telegram received. Send the two 7-inch rifles to Admiral Buchanan, informing him they have not been proved and requesting him to have it done before putting them on battery.

JOHN M. BROOKE,
Commander, in Charge.

Commander C. AP R. JONES.

Letter from the commandant Naval Gun Foundry and Ordnance Works, Selma, to Commander Brooke, C. S. Navy, regarding the work under way.

SELMA, *January 6, 1864.*

DEAR BROOKE: Yours of the 30th is just received.

I have but little more to add in regard to the guns than is contained in my letter of the 22d. The two guns (VII-inch) are ready, and I am waiting an answer to my telegram of the 1st, asking if I should send

them off without proof, as the high water prevented our proving them. I have also informed Admiral Buchanan that I would send them to him immediately if he wanted them.

I think you can rely upon at least one gun a week. I hope we will turn out more. Our own trunnion lathe works well. It was designed by our master machinist. As soon as we can we will make one which will turn both trunnions at once, as suggested by myself. It took three weeks to finish by hand the trunnions of one gun. The first six guns will be VII-inch. It will be a month before a 6.4-inch will be ready. The pattern of the banded X-inch is progressing. The sight mass interferes with the view for position of trunnions. I think, too, it would be well to make the same changes in it that you have in the VII-inch, depth of bore, etc. I am having the flasks made to answer for either X-inch. I wrote again in regard to stopping work on rolling mill, in order to impress the Department with the necessity of our having mechanics and also in order that the Secretary might not forget the condition of the rolling mill. Though not necessary, I considered the rolling mill so important that I wrote a special letter. We are building ironclads whilst we have not iron to cover those now afloat, and if I had had the mechanics that I have applied for the mill would have been in operation before this. I am waiting for a smooth time to slip off to visit other works. I have to supervise and direct everything myself. If all the machinery was complete and regularly organized I could leave at any time. Simms daily expects to leave. Will he? and will I? Admiral Buchanan writes that he has applied for me to command the *Tennessee*. Write me.

In haste, yours, truly,

CATESBY AP R. JONES.

Commander JOHN M. BROOKE, U. S. Navy,
Richmond, Va.

P. S.—We have no one here who understands quilting grape.

Report of Lieutenant Sandcliffe, U. S. Engineers, regarding interruptions caused by the shells from Federal gunboats at the mouth of Caney and San Bernard Rivers.

SAN BERNARD, January 8, 1864—11 p. m.

I am so much annoyed by gunboats that I can only work in the nighttime. Our work was this morning literally strewed with fragments of shells, grape, and canister, and am happy to say that no injury was done, the working parties being covered by the bomb-proofs. They are now shelling the lines below this place and are expected any moment here. I had just now a report from Lieutenant Forsgard, in charge of the troops at the mouth of the Caney, that one of Colonel Buchel's men was killed by a shell, and that another gunboat was coming up from the west, while the one present was firing. I have ordered the negroes to work during the night, and by the rise of the morning star withdraw to the timber and then return in the evening. The carpenter's work is of such nature that it must be done in the daytime, unless provided with lanterns. The boat that shelled us last night laid for anchor in front of the fort until broad

daylight this a. m., when she commenced again. She was seen at dark returning, and will probably salute us in the morning.

EDWD. SANDOLIFFE,
Lieutenant, etc.

Captain THEODORE HEERMANN,
Engineer Department.

[Telegram.]

NAVAL GUN FOUNDRY AND ORDNANCE WORKS,
Selma, January 8, 1864.

Telegram received. I ship this day VII-inch gun by [*Southern*]
Republic.

CATESBY AP R. JONES,
Commandant.

Admiral F. BUCHANAN,
Mobile, Ala.

*Letter from the President to Lieutenant-General Polk, C. S. Army,
transmitting a plan for the recapture of New Orleans.*

RICHMOND, VA., *January 9, 1864.*

GENERAL: The President directs me to send you, by Colonel T. J. Reid, jr., Twelfth Arkansas Volunteers, the plan proposed by this officer for the recapture of New Orleans (copy herewith). His Excellency is sure that you will agree with him in considering the prize aimed at worth great efforts and corresponding risks, and as the feasibility of the undertaking can be better determined upon from your position than at this distance from the field of operations, the subject is committed to your most earnest consideration and best judgment. It is needless to call your attention to the necessity for the utmost secrecy, if anything is to be done, and for the greatest expedition in getting the troops into position after the movement is commenced. It will probably be necessary to have the cooperation of the naval authorities at Mobile, and authority is herewith transmitted to call upon Admiral Buchanan to give you all the aid in his power.

It will also be desirable to inform General Taylor of your proposed plans, so far as to enable him to regulate his movements accordingly; and you may use Colonel Reid, if you so wish, for this purpose, or any other in which he may be useful. As the present disposition of the enemy's forces may at any time be changed to one less favorable to the enterprise, you will realize the importance of prompt decision.

Having the honor of expressing to you the President's best wishes, I am, very respectfully,

G. W. C. LEE,
Colonel and Aid-de-Camp.

Lieutenant-General I. POLK,
Commanding, etc., Meridian, Miss.

[Enclosure.]

RICHMOND, VA., *January 8, 1864.*

I beg to submit to your consideration the following plan for the capture and permanent occupancy of New Orleans. Having been a prisoner since the fall of Port Hudson till the 14th of December, 1863, and retained in the city, I possessed advantages to acquire information as to the military defenses of the city. It was my study during my imprisonment to collect all the facts bearing upon the probability of a repossession by the Confederate troops. The force of the enemy numbers three batteries of artillery, a battalion of cavalry, one regiment of U. S. Regulars, Ninth Connecticut Battalion of Infantry, and Colonel Killborn's regiment of City Guards, raised in the city, making 1,000 in all of infantry, exclusive of the artillery. One of the three batteries of artillery, numbering six pieces, is doing picket duty on the three principal roads leading from the city to Lake Pontchartrain, about halfway from the city to the lake. On the central road (I believe it is called the Bayou Saint John road) 200 negroes support the section of artillery. On the other two roads the artillery has no supports. The infantry act as provost guard, the cavalry as couriers. At the terminus of each of the three roads alluded to above, one infantry company does picket duty, watching over an area of 15 or 20 miles, only four men to a post—corporal and three privates.

At Carrollton there are two regiments of negro soldiers, used both as artillery and infantry, and a battery of the Fifth U. S. Regular Artillery; total force, 2,000. The entire number of troops, as above enumerated, can not be computed as exceeding 3,500 of all colors. The fleet in the Mississippi River opposite the city consists of the *Brooklyn*, *Richmond*, *Genesee*, and two sloops. In Lake Pontchartrain one tug steamboat, carrying four rifled guns, small caliber; two yachts, sailboats, carrying two rifled guns, small size, and all around the lake shore, in front of those roads, several launches, with one howitzer each, patrol to prevent blockade running. The above is an exact estimate of the forces of the enemy, both land and naval, with which they retain possession of New Orleans. A calculation upon the probabilities of the case will suggest the force necessary for its capture. Making Mandeville (of the Parish of Saint Tammany) on this side of the lake, a base of operations, it will be necessary to have a naval assistance of sufficient power to destroy the enemy's lake fleet and to safely convoy the expedition. Under pretext of trade in rosin, lumber, cotton, etc., steamboats or schooners can be obtained from New Orleans to transport the expedition. The gunboats or vessels in Mobile Bay are more than enough to accomplish this purpose. The only obstacle to this assistance from Mobile is Fort Pike, which can be passed and, perhaps, without a shot. Should, however, this fort be deemed of essential importance, it can be surprised, taken, and used for permanent occupation of the city beneficially.

The main force of the enemy in the southwest is now in hand about Brashear and Berwick cities for operations against southwestern Louisiana and Texas. Destruction of the bridges and trestlework over Lake des Allemands would prevent any communication or succor from his main army until he could procure coastwise transportation to reach New Orleans through the Balize. You, Mr. President, being so well versed in the peculiarity of the topography of the district in which

New Orleans is situated, know that it may be promised that, once in our possession, no land force of the enemy can regain it. In less than a week we could arouse the spirits of its downtrodden population, and it would, of itself, furnish a force necessary for its defense. Already, even under the presence of the enemy, six large regiments are organized and are ready to respond when call is made for their aid and rid their city of the foe. These troops will actively cooperate in our attack. Their diversion in our behalf will insure success. They will seize the enemy's arsenal, cut the telegraph, capture the general officers, and prevent, as far as possible, the escape of citizens or soldiers to any vessels on the river. At any rate their action will disconcert the plans and movements of the enemy, and in creating confusion will contribute to our success. This force is reliable, being composed of the best material of New Orleans. Desperation and patriotism are combined to nerve their arms for a stroke for freedom. With them failure is a prelude to ignominious death.

I know many of the most prominent officers of these organizations, and in asking your confidence in their behalf, I can safely assure you that the reliance you impose will be sacredly executed. Undoubtedly we can take New Orleans, but how hold it? To possess and occupy would be the main consideration, at least long enough to secure its commissary and medical stores, also its large addition of soldiers to our army. The enemy's fleet might shell the city, but as rejoinder to that consideration, I suggest that the enemy are not likely to destroy themselves. The largest portion of the merchandise in the city belongs to Yankee traders and loyal men. The families of the officers of Banks' army, besides a large influx of Northern citizens, both male and female, reside here. It is not to be supposed that this wealth which they have fostered into existence will be ruthlessly and speedily swept to ruin and destruction.

It is unnecessary to attempt to exhibit the advantages that would accrue to our cause in the recapture of New Orleans.

It would retrieve the fall of Vicksburg and Port Hudson; it would substantially repair the disasters of last year; misfortune and gloom would wear the robes of triumph; it would renew the courage of our citizens, dampen the animosity of our enemy, and give proofs to the civilized world of the spirit which animates us in this struggle for our liberties.

Very respectfully, your obedient servant,

T. J. REID, Jr.,

Colonel Twelfth Arkansas Volunteers.

Should you deem my suggestions of sufficient merit to adopt them and order to be executed, I would further suggest that continued demonstrations be made upon Vicksburg, Port Hudson, and Baton Rouge; also that General Taylor demonstrate against Franklin and press him if he sends a portion of his command toward the city. The above, properly made and continued, would do all that is necessary to accomplish successfully and without the slightest loss our purpose.

Very truly, your obedient servant,

T. J. REID, Jr.,

Colonel Twelfth Arkansas Volunteers.

Order of the President to Lieutenant-General Polk, U. S. Army, in case of an attempt to recapture New Orleans.

EXECUTIVE DEPARTMENT, U. S. A.,
Richmond, Va., January 9, 1864.

GENERAL: In case you decide to make an attempt to recapture New Orleans you are authorized to call upon Admiral Buchanan for any assistance and cooperation he may be able to give.

By order of the President:

G. W. C. LEE,
Colonel and Aid-de-Camp.

Lieutenant-General L. POLK,
Commanding, etc., Meridian, Miss.

Report of commandant Naval Gun Foundry and Ordnance Works, Selma, regarding 7-inch gun shipped to Mobile.

NAVAL GUN FOUNDRY,
Selma, January 9, 1864.

MY DEAR ADMIRAL: Your telegram of the 4th was received too late on the 7th to ship a gun on that day, and it was not shipped until yesterday by the *Southern Republic*, as I telegraphed you.

The ordinary proof of the gun is to fire it once with 16 pounds of powder and cast-iron bolt, with sabot. As we have been prevented from proving it, I am requested by Commander Brooke to ask you to have it fired once with the above charge before placing it in battery.

I do not know how I could better express my confidence in the gun than by saying that if I had to fight the ship I should place it where I thought it would be most fired. The gun is our first attempt. I believe it possesses all the essentials, though some of the details may be faulty. I therefore invite criticism. The guns that follow may be improved by it. I think it likely that in depressing the gun (raising the breech) the handspikes may be used to advantage in aiding the screw, as the preponderance is greater than I would prefer. The sights for this gun can not be used for another gun; they are all marked with the corresponding number of the guns (S-5). They, with the screw, will be sent down shortly.

I have another gun ready, but unless you want it immediately I will send you next week what I consider a better gun. Telegraph if you want the gun immediately. In future I hope to turn out at least one gun a month.

I have received a detail from General Maury of John Hope, Company B, First Battalion Alabama Artillery. It was dated January 1, but the man has not reported.

Have you any officers or crew yet for the *Tennessee*?

Yours, very truly,

CATESBY AP R. JONES.

Admiral BUCHANAN,
Mobile, Ala.

Report of Captain Turner, C. S. Army, regarding the firing from Federal gunboats at the mouth of Caney Creek and San Bernard River.

CAMP WHARTON, *January 9, 1864—6 p. m.*

SIR: I have the honor to state that the result of the enemy's firing from their ships on our works at the mouth of the Caney and [San] Bernard Rivers has been to compel us to suspend work by day for one or two days past. On yesterday Captain Gibson, with a section of artillery, advanced down the beach below Caney and with his little rifled piece compelled the enemy to haul off. Their firing was subsequently renewed and kept up during the night. To-day the number of reports from the mouth of the Caney have not exceeded two or three; none from the [San] Bernard. I went to Brigadier-General Bee's quarters this morning at 8 o'clock to accompany him, but the firing having ceased and General Bee having determined, on account of slight sickness, not to move personally until to-morrow, I deemed it best to remain here.

* * * * *

E. P. TURNER,
Assistant Adjutant-General.

Captain W. A. ALSTON or Lieutenant S. D. YANCEY.

Report of Colonel Buchel, C. S. Army, regarding the attack by Federal gunboat upon Confederate works at Caney Creek and San Bernard River.

HEADQUARTERS SECOND BRIGADE, SECOND DIVISION,
Camp near P. McNeil's Farm, January 10, 1864.

SIR: I have the honor to report that on the 8th instant, at about 11 o'clock, a Federal gunboat commenced shelling our works at the mouth of the Caney [Bayou], which she continued at intervals all day. At her first fire one man of Company E, First Texas Cavalry, was killed. In the afternoon a transport was reported to be close inshore about 6 miles below the works, and the brigade was immediately sent to within supporting distance, where they remained all night. About noon of the 9th, the transport having left early in the morning in the direction of Decrow's Point, the brigade returned to camp. The gunboat, which lay at anchor off the works all night, commenced shelling them again on the morning of the 9th, firing during the day about 40 rounds. No casualties, except that previously mentioned, have thus far occurred. The work during the shelling has to be discontinued, but is immediately resumed whenever the gunboat moves off, which she frequently does. About 10 a. m. on the 9th a large transport, said to be loaded with troops, passed down in the direction of Decrow's Point about 4 p. m.; another gunboat came to anchor near the one previously mentioned off the works, and I ordered Colonel Likens with five companies of his regiment to within supporting distance, where they remained all night. One of the gunboats having left during the night, Colonel Likens has been ordered to return to camp with his command this morning.

Very respectfully, your obedient servant,

A. BUCHEL,
Colonel, Commanding.

Captain L. G. ALDRICH,
Assistant Adjutant-General, Eastern Subdivision.

Letter from the Secretary of State to the Secretary of the Navy, forwarding the cipher used by the French fleet off New Orleans.

DEPARTMENT OF STATE,
Richmond, January 13, 1864.

SIR: I have the honor to enclose herewith the cipher used in correspondence by the French fleet now in the Mississippi River opposite New Orleans. It may become of importance to your branch of the public service.

Very respectfully, your obedient servant,

J. P. BENJAMIN,
Secretary of State.

Hon. S. R. MALLORY,
Secretary of Navy.

[Telegram.]

SELMA, January 14, 1864.

I do not think there will be any danger in not testing the gun. The *Virginia's* guns were not tested. The other gun can be had early next week.

CATESBY AP R. JONES,
Commandant.

Admiral F. BUCHANAN,
Mobile, Ala.

[Telegram.]

MOBILE, January 15, 1864.
(Via Montgomery, 16th.)

Farragut is moving to attack Grant's Pass with a fleet of mortars and other boats—about 15 reported so far. He may attack this evening. No transports chartered yet. Can you send me Colonel Steedman at once and his regiment? Noncombatants are leaving.

DABNEY H. MAURY,
Major-General, Commanding.

Lieutenant-General POLK.

Report of Lieutenant-Colonel Shelika, C. S. Engineers, requesting protection for obstructions placed off Fort Morgan.

ENGINEER OFFICE,
Mobile, January 15, 1864.

ADMIRAL: The undersigned has the honor to inform you, most respectfully, that floating rope obstructions have been placed in the main channel, between Fort Morgan and the west bank, commencing from the west bank and covering a distance of 2,200 feet east of it. These obstructions being liable to be cut or removed by the enemy, I would very respectfully suggest that they be guarded by a picket boat during the short time which is required by the engineer depart-

ment to complete the channel defenses and projected additional obstructions.

I have the honor to be, admiral, very respectfully, your obedient servant,

V. SHELHA,
Lieutenant-Colonel and Chief Engineer.

Admiral F. BUCHANAN,
Commanding Fleet and Station.

Order of Brigadier-General Bee, U. S. Army, to Colonel Smith, U. S. Army, for the defense of San Bernard River.

HEADQUARTERS ARMY IN THE FIELD,
Ewing's Plantation, January 20, 1864.

SIR: The major-general commanding has ordered that "under no circumstances will the enemy be permitted to gain possession of the mouth of the [San] Bernard."

The fulfillment of this obligation is hereby intrusted to you by the brigadier-general commanding. The general directs that you will make such disposition of your forces as may render them promptly available, keeping always a force of not less than 100 men in the fort. You will cause the cavalry to patrol the beach at night above and below you, so as to prevent surprise. These patrols will be relieved every two hours, so that each relief will meet the returning guard at about halfway of the distance, say, 10 miles, toward the mouth of Caney on the one side and to Velasco on the other.

Colonel Luckett will be ordered to cooperate with you in the cavalry picket from Velasco. You will establish your main camp at the most convenient proximate point where wood and water can be obtained and establish signals at night between the camp and the fort by firing brush heaps or other simple modes until you can be furnished with rockets, requisitions for which have been made. You will report everything of interest occurring, and communicate freely as to the necessities of your command with these headquarters.

I have the honor to be, very respectfully, your obedient servant,

W. T. MECHLING,
Assistant Adjutant-General.

Colonel ASHBEL SMITH,
Commanding at Mouth of [San] Bernard.

[Telegram.]

SELMA, *January 21, 1864.*

A VII-inch gun will be shipped to Admiral Buchanan to-day and another to-morrow. We have no 6.4 guns ready. Next week a VII-inch gun will be finished.

CATESBY AP R. JONES,
Commandant.

Commander J. M. BROOKE,
Richmond, Va.

[Telegram.]

RICHMOND, *January 21, 1864.*

With a new form of carriage devised by Mr. Guy, superintending construction of gun carriages, 7-inch rifles may be used as broadside guns of the *Nashville*. Commander Jones may be able, if the patterns are made, to supply you with heavy smoothbores of 8-inch caliber, for which the same form of carriage is adapted, if you prefer them.

J. M. BROOKE,
Commander, in Charge.

Admiral F. BUCHANAN.

Report of Brigadier-General Bee, U. S. Army, regarding the landing of Federal forces below the mouth of Caney River.

HEADQUARTERS ARMY IN THE FIELD,
Ewing's Plantation, January 22, 1864.

SIR: At 6 p. m. on yesterday I received information that the enemy were landing from two steamers 10 miles below the mouth of Caney. The troops were at once ordered to the beach and remained under arms all night. The enemy landed about 200 men with a small ship howitzer, and at once placed it in battery. Two other steamers joined them by 5 o'clock. They then moved rapidly toward Decrow's Point, and at midnight were 25 miles from the mouth of the Caney, and still marching rapidly, receiving reinforcements from the boats from time to time. In the camp where the gun was intrenched a blanket and an india-rubber cloth were found, evidencing haste and fright.

I can form but one opinion of this extraordinary movement, that they expected to draw our troops after them, which succeeding, they would land in the rear and cut them off. A strong body of cavalry, under Colonel Likens, was sent down the beach with orders to return before daylight, which they did without overtaking the enemy. The gunboat lay at anchor close to the fort all night, and evidenced no connection with the movement down the beach. The rifled 32-pounder gun from Velasco arrived at the fort during the night, and will be placed in position to-night.

I have the honor to be, very respectfully, your obedient servant,
H. P. BEE,
Brigadier-General.

Captain E. P. TURNER,
Assistant Adjutant-General.

Letter from the commandant Naval Gun Factory and Ordnance Works, Selma, to Admiral Buchanan, U. S. Navy, regarding the shipping of gun on steamer Southern Republic.

NAVAL GUN FOUNDRY AND ORDNANCE WORKS,
Selma, January 22, 1864.

SIR: I enclose invoice of gun, etc., shipped you this day on steamer *Southern Republic*. Please sign two and return them.

I sent you yesterday invoice of gun, marked S. 19, screw sights and lock; also four cartridge gauges, and stated that I had shipped them

by steamer *Commodore Farrand*. I was not aware until the steamer was leaving that she would not take the gun. It was too late for me to stop my letter. The screw lights, etc., are on board of her. The gun goes by the *Republic* to-day.

Very respectfully, your obedient servant,

CATESBY AP R. JONES,
Commandant.

Admiral FRANKLIN BUCHANAN,
Mobile, Ala.

Report of commandant Naval Gun Foundry and Ordnance Works, Selma, referring to the bow gun of the C. S. S. Nashville.

NAVAL GUN FOUNDRY,
Selma, January 22, 1864.

SIR: Yours of the 15th, with its enclosures, relating to the bow gun of the *Nashville*, has been received.

I have written to Lieutenant McCorkle and asked him to inform me of the additional length he desired.

If necessary, we could make the gun 2 feet longer, though that would cause a change in the position of the trunnions. The addition would be nearly cylindrical, the tape would be scarcely perceptible, though it could be turned off if desired.

Judging from the drawing, the training of the bow gun of the *Nashville* will be much circumscribed, and the efficiency of the vessel consequently diminished if the forward pivot is at its usual position with reference to the carriage. It should be at least 2 feet in port of the forward part of the carriage.

Very respectfully,

CATESBY AP R. JONES,
Commandant.

Commander JOHN M. BROOKE, C. S. Navy,
In Charge, etc., Richmond.

I return the enclosures relating to the guns.

Report of Brigadier-General Bee, C. S. Army, regarding the object of the Federal expedition below Caney River.

HEADQUARTERS ARMY IN THE FIELD,
Mouth of Caney, January 24, 1864.

SIR: Colonel Likens, with 30 men, has returned from a scout below. He reports the enemy retiring toward Decrow's, their rear covered by three gunboats; estimates their number, at the lowest calculation, 2,500 men, three pieces of artillery, over 100 cavalry; their object, fresh meat. They are encamped to-night 40 miles below this place. On being discovered by the gunboats, Colonel L. turned back and was followed for some miles by one of them.

Very respectfully, your obedient servant,

H. P. BEE,
Brigadier-General, Commanding.

P. S.—Communication of the 22d just received. No transports have passed within the last two or three days.

Instructions from Major-General Magruder, U. S. Army, to Lieutenant Yancey, U. S. Army, regarding measures for the protection of the Caney River.

HEADQUARTERS DISTRICT OF TEXAS,
NEW MEXICO, AND ARIZONA,
Galveston, January 25, 1864.

Countermand the order and turn back the artillery companies ordered to Galveston that are from the reserve. * * *

Commodore Leon Smith will order Captain Marmion to follow the enemy on his march up the peninsula from Dog Island Bar up, to annoy his march and participate as far as in his power, in the defense of the Caney. Should the enemy force the Caney, Commodore Smith will direct the flotilla to proceed to Matagorda, disembark the troops, burn the flotilla, and move the guns to Columbia or Richmond. * * *

By order of Major-General J. B. Magruder:

THEODORE HEERMANN,
Acting Chief Engineer, General Staff.

Lieutenant S. D. YANCEY,
Assistant Adjutant-General.

General Bee will not retreat from the Caney until the enemy, after a fight, shall have forced him to do so. Should the enemy have retired toward Decrow's Point, as reported in the last dispatches, General Bee will hasten the works of the Caney by all the means in his power. * * *

THEODORE HEERMANN,
Acting Chief Engineer, General Staff.

Letter from Lieutenant McCorkle, U. S. Navy, Naval Ordnance Works, Atlanta, to Commander Jones, U. S. Navy, regarding the guns of the U. S. S. Nashville.

NAVAL ORDNANCE WORKS,
Atlanta, January 25, 1864.

DEAR JONES: I received your letter of 22d instant this morning. In relation to the *Nashville's* guns, I only showed by the drawing sent to Bureau that the angle of shield being 29° and the woodwork being 4 feet 11 inches, that the gun would not clear the port. In addition to the wood there was 6 inches of iron. Brooke wrote me that he intended lengthening the gun 5 inches, but he did not think of one thing. There are two bow guns of the *Nashville*, each shifting into two ports, one port (for each) right astern, and one right abeam. In fighting both sides, there is not room for the two chassis, if the gun is made longer. You will see by the sketch sent that the muzzle of the gun (5 inches longer) will scarcely clear the port. It might do, however. I am in favor of cutting away the woodwork instead of lengthening the gun. What is an advantage at one end (the muzzle) makes a disadvantage at the other. It was not my idea at all. I only sent the drawing to show Brooke that the pivot carriages would not allow the gun to run out far enough to clear the ship's sides. I made no suggestion whatever.

I did not say that the *Nashville* had room for seven IX-inch rifle or VIII-inch smoothbore, mounted on Guy's carriages. I enclose you copy of telegram from Brooke, with my reply. You will see I merely stated that there was room for these guns mounted on Guy's carriages. She has beam enough for anything. The telegraph operators must have played the devil with the dispatch.

I have been trying to get you the alcohol, but have been unsuccessful; will let you know in a day or two.

Yours, truly,

D. P. McCORKLE,
Lieutenant.

Captain C. AP R. JONES, C. S. Navy,
Commanding Naval Gun Foundry, Selma, Ala.

I have built a coke oven, and I have made beautiful coke. All I want is coal. I have enough coal to coke for three or four months. My men have all struck for \$10 a day, because Governor Brown, the miserable devil, has given that price to the men in State road shops. Brooke has directed me to furnish them with provisions. My plan is to have all the men enlisted (or rather shipped) in the Navy, furnish them with provisions and clothing at cost. As soon as a conscript comes into the naval works let him be transferred instead of detailed (shipped or conscripted for the war), and let them be drilled for the defense of the place, either artillery or infantry. Ship's guns would be better. If they misbehave, send them on board ship. I have my men drilled every Friday afternoon with two light pieces on navy field carriages. Jackson does not appear to like me much. Does not like my having a wagon to drive me round. Thinks (so I understand) that an engineer ought to have my place. I would not take him in my house, because those fretful men like Jackson make me nervous. He has got more business on hand than mortal man can well attend to. I fear he will go up like a rocket and come down like a stick. He is quite welcome to my place.

I have two or three hundred rifle shells (6.4 and VII-inch) that have passed the bellows inspection in the water and perfectly tight. They have small cavities in them more than two-tenths of an inch. I can not break them without many severe blows with a heavy hammer. What would you do with them? I am satisfied they will not burst in the gun. Would you condemn them? I hate to throw away so much work.

Yours.

D. P. McCORKLE.

The *Nashville* will carry four broadside guns (two on each side), two bow pivots, one stern pivot.

The sketch enclosed is not drawn to any scale.

Letter from Lieutenant Eggleston, C. S. Navy, to Commander Jones, C. S. Navy, transmitting receipts for guns.

MOBILE, January 26, 1864.

MY DEAR CAPTAIN: I send you enclosed receipts for guns, etc. We have all the guns in now but the bow gun, and that one will go in this evening or to-morrow. I think the worst part of the work will be

getting the ship over the bar. I am convinced she draws now nearly 14 feet water, if not quite, and 10 feet on Dog River Bar is a very good tide, so I am told.

Are you going to command the *Tennessee*? It is so reported here, and I hope it may be true. She is a splendid vessel, but you will almost swear about some of her arrangements—Pierce's port lids, for instance.

Regards to Simms and wife and Doctor Fahs.

Yours, truly,

J. R. EGGLESTON.

[Commander CATESBY AP R. JONES, C. S. Navy.]

Letter from commandant Naval Gun Foundry and Ordnance Works, Selma, to Admiral Buchanan, C. S. Navy, regarding his inability to furnish certain articles desired.

NAVAL GUN FOUNDRY AND ORDNANCE WORKS,
Selma, [Ala.], January 26, 1864.

ADMIRAL: Your letter of 23d instant is received. As I informed you in my letter of 22d instant, the only caliber that we have been able to make are VII-inch and 6.4 rifles.

Our whole force, which, as you know, is very small, is constantly and entirely employed in the manufacture of guns and in the perfection of machinery to enable us to turn them out more expeditiously.

We have made no shot and shell, believing that they could be had elsewhere, and have not even made any implements, and consequently can not send you the scrapers you require.

Very respectfully,

CATESBY AP R. JONES,
Commandant.

Admiral F. BUCHANAN,
Mobile, Ala.

I have a VII-inch gun ready for shipment. Do you want it?

Letter from Rear-Admiral Buchanan, C. S. Navy, to Commander Jones, C. S. Navy, referring to the progress in the preparation of the C. S. steamers Tennessee and Nashville.

MOBILE, January 30, 1864.

DEAR JONES: * * * The *Tennessee's* guns are all in and I have ordered a few officers and men to her. The men reach me very slowly. I am driving on with the necessary preparations to get her over the bar—no small job, I assure you, but hope to succeed. All the guns for the *Nashville* must be 7-inch, as he can not get 8 or 9 inch. I have one here, and by this time I hope another is on its way. No captain has yet been ordered to *Tennessee*, and I have but two young, inexperienced lieutenants; no midshipmen, and but two green master's mates; Phillips, the doctor; a young, inexperienced paymaster; an inexperienced master, appointed from civil life for the war. So we go;

but if the ship can be taken over the bar she shall soon try the Yankees.

Regards to all friends.

Yours, truly, etc., in a hurry,

FRANKLIN BUCHANAN.

[Commander C. AP R. JONES.]

Yours of the 22d I received and telegraphed you.

Report of Major-General Maury, C. S. Army, regarding the lack of visible preparation for an attack upon Mobile by the Federal forces.

HEADQUARTERS DEPARTMENT OF THE GULF,
Mobile, January 31, 1864.

GENERAL:

* * * * *

Up to this time I have failed to procure satisfactory evidence of such preparations in New Orleans as would indicate an intention to attack Mobile. By information received on yesterday I learn that up to the 19th instant there was no adequate preparation going on there. From several other sources I have learned that there were no visible preparations for any attack on Mobile. On the other hand, I hear the rumor repeated that Farragut is about to force the passage of the outer line, but I can procure no satisfactory evidence that he has such a fleet as will be required to attack successfully the bay batteries.

My preparations are nevertheless pressed as rapidly as practicable.

* * * * *

Very respectfully, yours,

DABNEY H. MAURY.

Lieutenant-General L. POLK.

Letter from Major-General Magruder, C. S. Army, to Major-General Taylor, C. S. Army, making enquiry regarding Federal ironclads in the Mississippi River.

HOUSTON, [TEX.], January 31, 1864.

GENERAL: I have recently received information that there are six ironclad, double-turret gunboats building in St. Louis for the purpose of operating on the coast of Texas. You may have possibly received some information in regard to them, and if such should be the case I desire that you will communicate it to me at once.

I have the honor to request also to be informed of the number of ironclad boats the enemy had or have now on the Mississippi River and where they are or were at last accounts, and whether any of them would be able to come out of the Mississippi to the coast of Texas. General Smith is now here, and I desire that you will give me what information you possess on this subject as soon as possible.

Very respectfully, etc.,

J. B. MAGRUDER,

Major-General, Commanding District of Texas, etc.

Major-General RICHARD TAYLOR,

Commanding District of West Louisiana.

Letter from commandant Naval Gun Foundry and Ordnance Works, Selma, to Admiral Buchanan, U. S. Navy.

NAVAL GUN FOUNDRY AND ORDNANCE WORKS,
Selma, February 1, 1864.

SIR: I shipped to you on Saturday one VII-inch Brooke gun on the steamer *Cherokee*. I have this day shipped screw sights and lock for same on steamer *A. J. King*.

Please sign two of the enclosed invoices and return them, and oblige,

Very respectfully, your obedient servant,
CATESBY AP R. JONES,
Commandant.

Admiral FRANKLIN BUCHANAN,
Mobile, Ala.

Letter from Admiral Buchanan, U. S. Navy, to Hon. C. M. Conrad, M. C., in response to a resolution of the House of Representatives regarding vessels under construction for defense of Mobile.

NAVAL COMMANDANT'S OFFICE,
Mobile, Ala., February 2, 1864.

SIR: I have the honor to acknowledge the receipt of your communication of the 25th ultimo by this day's mail, enclosing a copy of a resolution adopted by the House of Representatives.

I have no hesitation in saying that the vessels constructed and now under construction for the defense of Mobile Harbor are admirably adapted to the purpose with the exception of one now completed, the *Tennessee*, and one not yet launched on the Tombigbee River, their draft of water being too great to pass over the bar and shoal water without the use of camels. The other four vessels now under construction will draw much less water, and as our vessels are not coppered, it is very important that they should be able to run up the fresh water rivers frequently to kill the barnacles or worms on their bottoms.

The *Tennessee* and the other large vessel on the Tombigbee will be very efficient when in the bay.

Very respectfully, your obedient servant,
FRANKN. BUCHANAN,
Admiral, etc.

Hon. C. M. CONRAD, M. C.,
Richmond, Va.

Letter from commandant Naval Gun Factory and Ordnance Works, Selma, to Admiral Buchanan, U. S. Navy, regarding the operations of the monitor class of vessels.

NAVAL GUN FOUNDRY,
Selma, [Ala.], February 2, 1864.

MY DEAR ADMIRAL: Yours of the 30th was received this morning. I regret very much to hear of the obstacles you have to encounter in preparing the *Tennessee*, not the least of which I should think is her draft. I hope, however, you may surmount them all and meet the

Yankees before their ironclads accumulate there. I have been much interested in the statements of the commanders of the ironclads and also in Stimers' defense, who states that all of the monitors were ready for service twenty-four hours after the fight. The revolving turret enables the monitor class to bring their guns to bear without reference to the movements or turning of the vessel. This is its distinctive peculiarity and greatest advantage. You who fought the *Virginia* know well how to appreciate that great advantage. You doubtless recollect how often I reported to you that we could not bring one of her ten guns to bear. In fighting that class it is very important to prevent the turret from revolving, which I think may be done either with the VII-inch or 6.4-inch rifles or 64-pounder, provided their projectiles strike the turret at or near its base where it joins the deck. It is also important that the projectile should strike that portion of the turret that is nearest the gun fired, as, owing to the cylindrical form of the turret, it might glance if struck elsewhere. When the port presents itself, it might be fired at. Should the projectile enter, it would disable the gun and create havoc with its crew. If it should strike near the port, it would jam the port stopper, and thus prevent further use of the gun.

A much greater effect would be produced by a simultaneous concentrated fire. This, though, is more difficult, but might sometimes be effected. I believe nothing yet constructed could withstand the shock and concussion of a number of heavy projectiles striking about the same place at the same time.

If the turret is prevented from revolving, the vessel is then less efficient than one with the same guns having the ordinary ports, as the monitor's ports are so small that the guns can not be trained except by the helm. I will send you a drawing of a monitor.

I enclose a report of the firing of a VII-inch at Fort Sumter.

We will have a VII-inch ready this week. Will you want it? In spite of all my exertions we can not turn out yet more than one a week, though we work on the guns night and day, only resting on Sunday.

Mrs. Hunter Davidson was taken prisoner whilst crossing the Potomac, and is now confined at the navy yard, Washington.

Yours, very truly,

CATESBY AP R. JONES.

Admiral BUCHANAN, C. S. Navy,
Mobile, Ala.

Letter from Major-General Taylor, C. S. Army, to Major-General Magruder, C. S. Army, responding to enquiry regarding Federal ironclads in the Mississippi River.

HEADQUARTERS DISTRICT OF WEST LOUISIANA,
Alexandria, February 8, 1864.

GENERAL: I have the honor to acknowledge the receipt of your communication of the 31st ultimo. * * * I have heard nothing relative to the construction of any ironclad steamers at Saint Louis. In the Lower Mississippi the only ironclads are the *Choctaw*, *Osage*, and perhaps three others. They confine themselves principally to guarding the mouth of Red River and its vicinity, occasionally moving

between Natchez and Baton Rouge. From the construction of these vessels I am satisfied they were never intended for service out of the Mississippi River and can not be made available on the coast of Texas.

I received last night a communication from New Orleans * * * that Admiral Farragut is fitting out an expedition to be conducted against the coast of Texas; that Matagorda Bay will be the rendezvous, and that in his fleet he has several light-draft ironclads, which have been constructed specially for this expedition. * * *

I remain, general, very respectfully, your obedient servant,

R. TAYLOR,
Major-General.

Major-General J. B. MAGRUDER,
Commanding District of Texas, etc.

Report of Major-General Taylor, C. S. Army, regarding the rumored destination of Farragut's fleet of ironclads.

HEADQUARTERS DISTRICT OF WEST LOUISIANA,
Alexandria, February 8, 1864.

GENERAL: The transports mentioned by General Holmes have landed their men at Vicksburg. * * * Recent information from New Orleans states that Farragut's expedition of light ironclads is intended for Texas instead of Mobile.

Mobile papers of the 25th ultimo say that the enemy has not occupied Pascagoula and that the belief is Mobile will not be attacked at present. I have advised General Magruder of the report about Farragut. * * *

Respectfully, your obedient servant,

R. TAYLOR,
Major-General.

Brigadier-General BOGGS,
Chief of Staff.

Letter from commandant Naval Gun Factory and Ordnance Works, Selma, to Admiral Buchanan, C. S. Navy, regarding the manufacture of longer guns.

[Date missing.]

MY DEAR ADMIRAL: From drawings sent me it would appear that the VII-inch with its ordinary carriage is not long enough for its muzzle to be outside of the port, owing to the greater slope of the shield. I am therefore preparing guns 5 inches longer, but it must necessarily be some time before they can be completed; and in the meantime, should you desire it, I can send you the ordinary VII-inch, two of which are now ready. Please inform me at once of your wishes.

I should think it probable that with the increased length the gun on the same slide might not permit the muzzle to come in far enough, and think it likely that some of the woodwork will have to be cut away. I suppose the Bureau will arrange that. I think there is great room for improvement in the arrangement of the batteries. I have not seen any vessel that could not be made more effective. An intelligent officer might well be employed on that duty alone.

I have to-day, by direction of the Secretary, transferred to a company our rolling mill. As we would not complete it ourselves, I suppose we had better let those have it who will. Had I been furnished the men I asked for it would have been in operation and enough iron rolled for all your boats.

Mrs. Simms is still quite sick and is uneasy lest you may have her husband ordered away from her, and hopes if you have applied for him that you will withdraw the application. I write this at her earnest request.

I hear that the *Tennessee* has no commander yet. I have not had any molders from General Maury for his work. Have any been sent?

Yours, very truly,

CATESBY AP R. JONES.

Admiral BUCHANAN,
Mobile, Ala.

Letter from the superintendent of Naval Powder Works, Columbia, S. C., to Commander Jones, C. S. Navy, regarding changes in the manufacture of powder.

NAVAL POWDER WORKS,
Columbia, S. C., February 9, 1864.

SIR: I have received your letter of 3d instant, enclosing extract from your report, etc., for which please accept my thanks.

There is no doubt but that the coarser grained powder was formerly prepared too hard. There has been a change made in this respect since November last, and a few days since I forwarded to Admiral Buchanan samples of different-sized powder made under a pressure of 150 tons and also of some made under a pressure of 90 tons. The pressure originally used was 250 tons.

When Admiral Buchanan will have completed his experiments with this new powder you will doubtless be informed of the result.

Respectfully, your obedient servant,

P. BAUDERY GARESCHÉ,
Superintendent.

Commander C. AP R. JONES, C. S. Navy,
Selma, Ala.

Order of Bureau of Ordnance and Hydrography, to Commander Jones, C. S. Navy, regarding guns.

C. S. NAVY DEPARTMENT,
Office of Ordnance and Hydrography, Richmond, February 9, 1864.

SIR: There is required for the *Muscogee*, at Columbus, Ga., one 7-inch rifle and four 6.4-inch rifles, which you will please supply when the number of guns required by Admiral Buchanan have been furnished.

Respectfully, your obedient servant,

JOHN M. BROOKE,
Commander, in Charge.

Commander C. AP R. JONES,
Commanding Naval Ordnance Works, etc., Selma, Ala.

Letter from the commandant Naval Gun Foundry and Ordnance Works, Selma, to Lieutenant Eggleston, U. S. Navy, regarding gun proving.

SELMA, February 11, 1864.

MY DEAR EGGLESTON: Yours of the 8th has just been received.

I am sorry to say that we have no X-inch shell. Our whole force is on the guns.

We sent back both screws and have receipts for them, one by the *H. J. King*, on the 7th December, the other on the 1st December, by *St. Nicolas*. I telegraphed the admiral each time. Please so inform him. We are making screws now, and if necessary can send you one if the other is not found, or I can send one as a spare.

In proving a rifled and banded, VII-inch with 16 pounds of powder and 111 pounds ratchet sabot service bolt I found more of the powder was unconsumed and the recoil less than with the unbanded smoothbore with 14 pounds and 120-pound bolt, the powder being Nos. 8 and 9, penetration 30 feet. Simms is ordered to the *Baltic*. I suppose I must give up all hope of the *Tennessee*.

Tell the admiral we have two VII-inch guns finished.

Yours, truly,

CATESBY AP R. JONES.

Lieutenant J. R. EGGLESTON, U. S. Navy, *Mobile*.

Letter from the Secretary of the Navy to E. M. Jefferson, approving his proposed expedition against the enemy in the waters of Mississippi and Louisiana.

NAVY DEPARTMENT, U. S. A.,

Richmond, February 12, 1864.

SIR: In reply to your statement that you are about to organize upon your account, at *Mobile*, an enterprise in boats against the enemy in the waters of *Mississippi* and *Louisiana*, for the command of which you desire an appointment in the Navy, to secure to you and your party the treatment due prisoners of war if captured, you are informed that Admiral *Buchanan* is instructed to report the means with which you propose to operate and the character of your enterprise, and you are requested to confer with him, presenting this letter. Such an expedition is desirable, and the admiral will extend to it all the aid in his power.

Upon his report of your readiness to undertake what you propose, the appointment will be transmitted to him for you.

I am, respectfully, your obedient servant,

S. R. MALLORY,

Secretary of the Navy.

Captain E. M. JEFFERSON,
Richmond, Va.

[Telegram.]

MOBILE, February 14, 1864.

Reported from *Pensacola* *Farragut* was there last Wednesday with 8 mortar boats and 4 steamers, to attack *Grant's Pass* to-

morrow. His fleet reported off Mobile Bay. My present effective strength is 10,050 of all arms. I need 6,000 additional good infantry to hold the place long and successfully. Have plenty of breadstuffs. Have fair supply of other subsistence. Need ordnance. Need experienced heavy artillerist and some clever engineers—engineers experienced under fire. Sherman reported to have left Vicksburg with 25,000 infantry, 25 guns, 2,000 cavalry, to have destroyed Southern Railroad, and breaking up bridges behind him.

D. H. MAURY,
Major-General.

General COOPER.

[Telegram.]

CHARLESTON, S. C., *February 16, 1864.*

Are water faces of Fort Morgan protected by glacis from fire of ironclads in Pass or batteries in Fort Gaines? Enemy may take latter in few weeks, establish heavy rifled-gun batteries there to destroy Morgan, and then use the bay as a base for ulterior operations against Mobile.

G. T. BEAUREGARD.

Major-General D. H. MAURY,
Commanding, etc., Mobile, Ala.

Letter from commandant Naval Gun Foundry and Ordnance Works, Selma, to Admiral Buchanan, C. S. Navy, regarding the transportation of guns.

NAVAL GUN FOUNDRY,
Selma, February 16, 1864.

MY DEAR ADMIRAL: I had intended to have sent you two VII-inch guns by the boat to-day, but she refused to take them, alleging that it would be dangerous. I was not satisfied with the excuse, but the boat (*Reindeer*) had left before I could examine her.

If possible, please have orders given to the boats to take the guns whenever we are ready to ship them. Although you only asked for one gun, I should have sent two, as I think the guns should not remain here under the present threatening prospects. I shall, should it be necessary, endeavor to remove the machinery, as it can not be replaced in the Confederacy, and for that purpose will require a steamboat. If I can not procure one here I will telegraph you and will ask you to send one for us. Simms leaves to-day. I have ordered the 24-pounder shell for General Maury, and will assist all that I can.

Yours, very truly,

CATESBY AP R. JONES,
Commandant.

Admiral BUCHANAN, C. S. Navy,
Mobile.

[Telegram.]

SELMA, *February 19, 1864.*

Please send Admiral Buchanan 200 fuzes for the shells that we have sent him.

CATESBY AP R. JONES,
Commandant.

Lieutenant D. P. McCORKLE,
Atlanta, Ga.

[Telegram.]

SELMA, *February 19, 1864.*

Have shipped you to-day by *Southern Republic* all our VII-inch shell. We have no fuzes.

CATESBY AP R. JONES,
Commandant.

Admiral F. BUCHANAN,
Mobile, Ala.

[Telegram.]

RICHMOND, VA., *February 23, 1864.*

GENERAL: Detail at once from your command the number of men required by Admiral Buchanan to man his vessel. He complains of the failure to furnish men. Notify him the men are ready and obtain his acknowledgment.

JAMES A. SEDDON,
Secretary of War.

General MAURY,
Mobile, Ala.

Letter from the commandant Naval Gun Foundry and Ordnance Works, Selma, to Admiral Buchanan, C. S. Navy, regarding the need of an increased force of mechanics.

NAVAL GUN FOUNDRY AND ORDNANCE WORKS,
Selma, March 1, 1864.

SIR: Your letter of the 27th was received this morning. Since it was written, I have sent you a VII-inch gun, and hope to send you this week another VII-inch, and also a 6.4-inch.

I regret we can not turn out guns faster. You are aware of the cause, want of mechanics, and for the same reason we can not furnish shell, as you were notified some months since. Anything that you can do to increase our force of molders, machinists, and blacksmiths will enable us to furnish you more rapidly. I understand there are some in the Marine Corps at Mobile. I have sent you all the VII-inch projectiles that we had. I will send you some 6.4-inch this week, which will exhaust our supply. Can you not procure some from the Army in return for the gun you have given them?

Will you please request General Maury to have a record kept of the number of times that the VII-inch has been fired, with the charge and elevation? I would strongly advise that the gun be not fired at great

elevations, except when absolutely necessary; it strains a gun very much.

I earnestly hope that you may be enabled to get the *Tennessee* over the bar, and that your exertions may be rewarded by a brilliant success over the enemy.

Very respectfully, your obedient servant,

CATESBY AP R. JONES,
Commandant.

Admiral BUCHANAN, C. S. Navy,
Mobile, Ala.

Letter from Lieutenant Eggleston, C. S. Navy, to Commander Jones, C. S. Navy, making enquiry regarding the banding and rifling of guns and referring to the operations of Rear-Admiral Farragut, U. S. Navy.

MOBILE, March 3, [1864].

MY DEAR CAPTAIN: We have here on board *Gaines*, *Morgan*, etc., 9 32-pounder guns, 57 cwt., smoothbore, and it struck me that you might be able to band and rifle them. The admiral told me to write to you to that effect, and find out from you whether you can do it and in what time. We could send you one or two at a time. It would be no great loss should the vessels be caught in a fight short of guns, for they have not sufficient men to man them all.

Farragut is still pegging away at Fort Powell, making no impression on it so far. Several of his vessels have been struck. Among the projectiles thrown by the enemy is a shell covered entirely with lead, with the flanges apparently cast on it. If the admiral will allow me to do so, I will ship it up to you.

The camels that Pierce used for the *Tennessee* have failed, as every one thought they would, and it becomes necessary to cast them off. The vessel now lies near the mouth of Spanish River, in 5 fathoms water, I am told. Bassett now has her in hand and is going to build docks to lift her down. I am afraid the golden opportunity is lost.

Yours, truly,

J. R. EGGLESTON.

[Commander CATESBY AP R. JONES, C. S. Navy.]

Letter from Lieutenant Simms, C. S. Navy, to Commander Jones, C. S. Navy, reporting condition of affairs at Mobile.

C. S. S. BALTIC, Mobile March 5, 1864.

MY DEAR JONES:

* * * * *

I have not yet been able to get the number of the gun being used at Fort Powell, but will do so as soon as I possibly can. On Monday last a shell burst in it and broke off a piece of the muzzle, not, however, injuring it so much as to prevent its being used. I saw some beautiful line shots made with it during the bombardment, and am satisfied at least one of the mortar schooners would have been sunk if sailors had been handling it, but unfortunately those who were working it knew not how to sight a gun. Six of their shots went between her masts, too high, and yet they never thought of depressing the gun.

The *Tennessee* now lies inside of the upper line of obstructions, where I think it more than probable she will have to remain, it being a matter of impossibility to get her over Dog River Bar with any appliances that we can command here at present. I am informed that Pierce is now at work constructing a couple of docks with a view to lighten her over the bar. The boats they used did not lift her but 22 inches. In order to get her over it will be necessary to lighten her up 4 feet at the very lowest calculation. There is not a battery commanding the water approaches to the city that is yet completed; large gangs of negroes are working night and day upon them. Even Fort Powell is in an unfinished state, and since the Yankees are liable to shell at any moment they are afraid to take the negroes there to work. Fortunately no damage of any consequence has yet been done to it, and but two men have been wounded, although some fifteen hundred shell have been thrown at it. It is made entirely of sand and has an admirable bombproof, and if completed as designed, the Yankees could never take it except by starving out the garrison. I believe, however, that the present attack is but a feint, as they haul off at sunset regularly, whereas if they had any intention of taking it they would shell steadily night and day to prevent supplies being sent them and damages being repaired at night. Work is progressing slowly on the *Nashville*. Two of the Bigbee [Tombigee] boats are here, nothing being done to them, however. Remember me to all hands.

Yours, truly,

CHARLES C. SIMMS.

[Commander CATESBY AP R. JONES.]

Report of Lieutenant-Colonel Williams, C. S. Army, regarding the bursting of Brooke gun at Fort Powell, Mobile Bay.

MOBILE, ALA., March 7, 1864.

COLONEL: The 7-inch Brooke gun at Fort Powell burst on the 29th. About 10 inches was broken from the muzzle, the fracture irregular, but its general direction perpendicular to the axis of the bore; grain coarse and dark, and on one side in the line of fracture, the metal has formed something resembling in shape a cinder, about 2 inches long by 1 in breadth. In the bore of the broken part are many small cracks.

The Brooke gun had been fired fifty-five times during the bombardment, at elevations of $21\frac{1}{2}^{\circ}$, 15° , 10° , and 8° ; charge, 12 pounds powder; shell, 130 pounds. Seven shells burst in the gun. The shells were made at Selma.

On the day of the accident the gun had been fired twenty-six times within an hour and fifty minutes, and was becoming quite hot at the muzzle. The elevation this day was 10° . The elevation at the time of the explosion, 8° . The last shell burst in the gun.

The bursting of the gun was attributed to the premature explosion of shells, but upon more careful examination of the fracture I believe that the cause was a defect in the gun itself.

Respectfully, your obedient servant,

JAMES M. WILLIAMS,
Lieutenant-Colonel.

Colonel G. G. GARNER,
Chief of Staff

[Endorsement.]

DEAR JONES: I send you the colonel's report relating to the bursting of the 7-inch Brooke gun. I directed Eggleston to send you a piece of the gun that you may see the defect in the iron.

Truly, etc.,

FRANKLIN BUCHANAN.

[Commander C. AP R. JONES.]

Letter from the commandant Naval Gun Foundry and Ordnance Works, Selma, to Major Hunt, C. S. Army, of the Niter and Mining Bureau, regarding the limited supply of iron.

NAVAL GUN FOUNDRY AND ORDNANCE WORKS,
Selma, March 21, 1864.

MAJOR: I am constantly receiving urgent demands for guns from all quarters. A telegram from Admiral Buchanan says: "Can you send General Maury two 7-inch guns? They are very important here."

Our capacity to furnish the guns is of course much circumscribed by the limited supply of iron, none having been received here this month.

Will you please say what chance there is of a supply, and whether it would facilitate matters if we were to send up a special messenger to carry out your instructions?

Very respectfully,

CATESBY AP R. JONES,
Commandant.

Major W. R. HUNT,
Niter and Mining Bureau, Selma.

I am offered 100 tons of St. Clair coal in exchange for the coal you supply me with. Can you furnish me with that quantity?

Order of the Secretary of the Navy to Commander Jones, C. S. Navy, to further the enterprise of J. P. Halligan.

NAVY DEPARTMENT, C. S. A.,
Richmond, March 23, 1864.

SIR: The Department regards Mr. J. P. Halligan's enterprise with interest, and you are requested to extend to him such facilities for it as will not interfere with the important interests confided to you.

I am, respectfully, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

Commander CATESBY AP R. JONES,
Commanding Ordnance Works, Selma, Ala.

Letter from Major Trueheart, C. S. Army, to Admiral Buchanan, C. S. Navy, giving the number of the burst gun at Fort Powell.

HEADQUARTERS FORT POWELL,
March 23, 1864.

ADMIRAL: In reply to your letter received to-day, I beg to state that the number of the gun which burst here sometime since is S. 19.

Very respectfully, your obedient servant,

D. TRUEHEART,
Major, Commanding, etc.

Admiral F. BUCHANAN,
Mobile, Ala.

[Endorsement.]

MOBILE, March 24, 1864.

DEAR JONES: I send you Major Trueheart's reply to my letter relating to gun that burst some time since. I am glad to see by your letter that you have such confidence in the guns you are casting. The muzzle of the one burst is cut off by this time. If so, the gun will be very serviceable yet. I was informed a few days since that it was cut off. No news of consequence. I am driving on with the camels very fast. I thank you for the lists of men who wish to be transferred, but the War Department will not transfer any except those under General Maury from this district. I have a gun's crew for the *Tennessee*, and she looks already like a man-of-war. The men are being trained daily at the guns. There are three boats here to be ironed, one like the Selma boat, the others much smaller, propellers. All will be admirably adapted to the defense of this bay, provided they don't draw too much water, which I fear they will.

Regards to friends.

Truly, etc.,

FRANKLIN BUCHANAN.

[Commander C. AP R. JONES.]

Report of Captain Herndon, C. S. Army, regarding the wrecked schooner Emily and the steamer Matagorda.

HEADQUARTERS POST VELASCO,
March 23, 1864.

COLONEL: I have the honor to report that there is still one blockader off the bar; no other change outside. At 4 o'clock yesterday the enemy fired four shots at the schooner *Emily*, wrecked below here. One shot came within 15 feet. Captain Saunders was near the vessel with his company. No damage done. All the rigging of the schooner has been taken off and she is fast filling with sand and water, and will prove a wreck no doubt. The steamer *Matagorda* is gradually working her way off the bar, and will, by dark, if the tide continues to get higher, be inside. They are making every effort to save her. Enclose report from [San] Bernard.

* * * * *

Very respectfully, your obedient servant,

W. S. HERNDON,
Captain, etc.

Colonel JOSEPH BATES,
Commanding, etc.

Report of Captain Hunt, C. S. Army, commanding at mouth of San Bernard River.

MOUTH OF SAN BERNARD, *March 23, 1864—11 a.m.*

CAPTAIN: I have nothing of interest to communicate from this place or Caney. The scouts from Caney report everything quiet. No vessels in this vicinity for the last thirty hours. * * *

Very respectfully, yours, etc.,

W. G. HUNT,

Captain, Commanding at Mouth of [San] Bernard.

Captain W. S. HERNDON,
Commanding Post Velasco.

Letter from General Bragg, C. S. Army, to Lieutenant-General Smith, C. S. Army, warning him of a spy at New Orleans furnishing information to the Federal forces.

HEADQUARTERS ARMIES CONFEDERATE STATES,
Richmond, March 24, 1864.

GENERAL: The following information, believed perfectly reliable, has just been received from New Orleans:

The plan of the fortifications and defenses of the city of Mobile has been sold to the Federal authorities in New Orleans for the sum of \$20,000 in greenbacks by a Frenchman of the name of Augamard, and since that he has gone to Matamoras to cross the Confederate lines and act as a spy for the Federal Government in the Trans-Mississippi Department.

It is enclosed to you for your information and in the hope that you may be able to secure and punish the dangerous enemy.

Very respectfully, your obedient servant,

BRAXTON BRAGG,
General.

General E. KIRBY SMITH,
Commanding Trans-Mississippi.

Letter from Lieutenant Simms, C. S. Navy, to Commander Jones, C. S. Navy, referring to the C. S. ram Tennessee.

C. S. S. BALTIC,
Mobile, March 30, 1864.

MY DEAR JONES: * * * The *Tennessee* is still at anchor in Spanish River, waiting the completion of the docks. I am still doubtful about her getting over the bar. I leave to-morrow for Fort Powell and there is no certainty as to when I shall return. Old Buck keeps all of us down the bay and only lets one at a time come up. I have hunted the town over and can find no grindstones or platform scales.

Remember me to the doctor and paymaster.

Yours, truly,

CHARLES C. SIMMS.

[Commander CATESBY AP R. JONES.]

Letter from Lieutenant Eggleston, C. S. Navy, to Commander Jones, C. S. Navy, referring to the bursting of gun in Fort Powell, Mobile Bay.

MOBILE, March 7, 1864.

MY DEAR CAPTAIN: I send you enclosed receipts for gun, etc.

One of your guns was sent to Fort Powell and has had the muzzle knocked off by a shell exploding in it. Such is said to have caused the accident. No report has yet been [made] of it (officially) to the Army ordnance officer, and as soon as one is made I will send you a copy of it. A piece is now in the office, measuring a foot in length and being about one-third of the cylinder.

We have little or no use for trunnion sights, most of the guns—all the rifles—in the open-deck vessels being provided with them, and sometime ago we gave twenty to the Army.

I hear that your uncle, Captain Page, has been ordered to command Fort Morgan. A navy officer should be in Fort Powell too.

The *Tennessee* is *in statu quo*, and it will be sometime before she can be moved, as they are making new camels for her, or rather sectional docks.

I hear that Leigh Page is certainly to be married. Have you heard anything of it? I will ship the piece of gun and a Yankee shell this evening or to-morrow.

Yours, truly,

J. R. EGGLESTON.

[Commander CATESBY AP R. JONES.]

[Telegram.]

C. S. NAVY DEPARTMENT,

Office of Ordnance and Hydrography, Richmond, March 8, 1864.

The army columbiad powder is much stronger than the navy powder of large grain. The charges of army powder for VII-inch rifles should be from 8 to 10 pounds with shells and from 10 to 13 pounds with bolts. The charge of the 6.4-inch rifle will be from 7 to 8 with shells and from 8 to 10 pounds with bolts. The high charges should be seldom employed; they may be required to produce effective results with wrought-iron bolts on ironclads. Please inform army officers using navy rifles of this; otherwise the guns may be injured by excessive charges.

Admiral F. BUCHANAN,
Commanding, etc., Mobile, Ala.

JOHN M. BROOKE,
Commander, in Charge.

Letter from Lieutenant Simms, C. S. Navy, to Commander Jones, C. S. Navy, reporting condition of affairs at Mobile.

C. S. S. BALTIC,
Mobile, March 20, 1864.

MY DEAR JONES: * * * Nobody here is willing to take Confederate money, and I for one do not wonder at it. I hope the new issue will be better than the old has been, but I much fear that the people generally have lost all confidence in Confederate notes; they

look upon the last act of Congress as a virtual repudiation, and I frankly confess that I am somewhat of their opinion. What we would do for subsistence, were it not for our ration, I am at a loss to conceive. Only think of bacon at \$4 and \$5 per pound, and beef \$2.50 and \$3. Even oysters are selling at \$2 per dozen, and fish are so high that you can not reach them with a basket full of Confederate money. I really think it true that in going to market you must carry your basket full of notes to purchase a hat full of provisions. What is to become of us salaried folks if this state of affairs continue is more than I can tell.

I have made every effort to get the information you desire relative to VII-inch at Fort Powell, and as yet have been unsuccessful. General Maury has written to the commander of the fort upon the subject, but has not received any reply. Everything is at heads and points in this department, particularly in the Army. McBlair, Harrison, and Murphey are all down on old Buck; the former, I am told, will not speak to him except on duty. Harrison has applied to be detached from the squadron. Poor old Murphey has been very unfortunate; he has lost another boat, with an officer and four men—the fifth one, I am told, that he has lost since he has been on the station. I have an idea of applying to be detached, as I am pretty well convinced that the Yankees have no intention of attacking this place, at least for some time. I am now having some repairs done to one of my wheels, and also to the engines; when done I shall have to go down the bay again.

Porter, the naval constructor, has made a very unfavorable report of the condition of the ship and recommended that the iron be taken from her and put upon one of the new boats that were built on the Bigbee, but I much fear that old Buck will not consent to it. Between you and me, the *Baltic* is as rotten as punk, and is about as fit to go into action as a mud scow. Don't say anything of this to Bet, however, as it would probably make her uneasy.

The *Nashville* is lying *in statu quo*; so are the two boats that were brought from the Bigbee. Everything gives way for the *Tennessee*. They are now at work building six sectional docks for the purpose of getting her over the bar, and I am in hopes they will answer the purpose intended, but I have my doubts. I think you were fortunate in not getting her.

The Yankees are very quiet, and no appearance of their renewing the attack on Fort Powell.

The only arrangement I made with Captain Gillespie about harness was that he said he would try and have it made for us in Cahaba; in fact, I think he said that he would have it made. I am sorry you do not get as much iron as you require. My opinion is that it would have been better for you if the Government had not purchased the Bibb Works.

Nothing new of any interest in these parts.

Yours, truly,

CHARLES C. SIMMS.

[Commander CATESBY AP R. JONES.]

Report of Brigadier-General Steele, C. S. Army, objecting to a division of authority over the defenses of Galveston.

HEADQUARTERS DEFENSES OF GALVESTON,
Galveston, Tex., March 23, 1864.

GENERAL: I find a state of things existing here with regard to the transportation and other steamboats in the bay which it is hard to reconcile with the ordinary rules of military propriety. How much of this is due to orders or to ignorance of orders I am unable to determine. I therefore desire to be informed what relation the gunboats bear to the "Defenses of Galveston," of which I have charge, and what control I have over the steamboats now employed in bringing wood and in performing other necessary transportation. This subject has been brought to my notice by some late orders sent to a Mr. Lafkin and some communications to the chief quartermaster, signed by Leon Smith, commanding Marine Department. You are aware that parts of my command are inaccessible to me except by steamboat, and that should it be necessary to send supplies of any kind or reinforce Bolivar Point or Pelican Spit, a steamboat would be necessary. It would also appear that the defenses of this place should be controlled by one commander, particularly as the garrison of the forts is weakened by details of artillerymen for duty on the gunboats.

Whatever may be the relations of the boats in the bay to my command, I can not consent to have orders sent direct to officers under my command, as in the instance referred to, nor can I permit citizen employés to give orders to officers under my command.

Respectfully, your obedient servant,

WM. STEELE.

Brigadier-General J. E. SLAUGHTER,
Chief of Staff, Houston.

Letter from Major-General Magruder, C. S. Army, to Brigadier-General Steele, C. S. Army, responding to a complaint regarding division of authority at Galveston.

HEADQUARTERS DISTRICT OF TEXAS, ETC.,
Houston, March 25, 1864.

GENERAL: I have the honor to acknowledge the receipt of your communication of the 23d instant, and I am instructed by Major-General Magruder to reply as follows: Commodore Smith is a naval officer, and all the gunboats are under his control, and of course the officers and men aboard them are subject only to his orders. For the sake of convenience, all the transports are also placed under the command of Commodore Smith, and, when needed, quartermasters are required to apply to him or his representative at Galveston. The captains of these gunboats are necessarily seamen, and all persons on board must of necessity be under their orders. The civil law, if the military does not, covers this case, but heretofore no objection has been made by the officer on this duty to obeying the orders of the captains of the boats. In addition to this, the harbor police have been placed under the control of Commodore Smith. Major-General Magruder, however, is anxious to arrange this matter satisfactorily,

and desires that you investigate the matter and give him the advantage of your views on the subject.

I am, general, very respectfully, your obedient servant,

L. G. ALDRICH,

Assistant Adjutant-General.

Brigadier-General WILLIAM STEELE,

Commanding Defenses of Galveston.

Report of Colonel Smith, commanding Marine Department, regarding conflicting authority in that department at Galveston.

HEADQUARTERS MARINE DEPARTMENT, TEXAS,
Houston, March 30, 1864.

SIR: I have the honor to acknowledge the receipt of your note 23d instant, addressed to Brigadier-General Slaughter, chief of staff, by Colonel A. T. Rainey, commanding post of Galveston, and referred to these headquarters, relative to an order from district headquarters which reiterates orders previously issued as to the disposition by the commanding general of all steamers and vessels in the rivers and bayous upon the coast of Texas. In reply to Colonel Rainey's communication I most respectfully say that I am fully aware of the necessities of the post of Galveston, and how far the business of the command requires the services of either a steamer or a sail vessel, harbor police, or dispatch boats. So far the officers of the Marine Department have never interfered with the demand of the quartermaster at that post, nor the requirements of its commanding officer; but, on the contrary, at Galveston, as elsewhere, the utmost energy has been made by myself and the officers of this department to facilitate the business I deemed incumbent upon it to perform.

Colonel Rainey writes thus:

I would respectfully suggest that such an order would produce the most inextricable confusion, for under said order not only the post quartermaster but the commanding officer, if a boat is desired to transport troops from Galveston to Bolivar Point, Pelican Spit, or elsewhere, or to carry subsistence or forage to said point, must first apply to Commodore Smith or to one of his subordinates in charge, he being at Houston. * * *

In view of the "inextricable confusion" Colonel Rainey anticipates would result in carrying out the order of placing all the boats, etc., under my control, I am desirous to know, if a reason exists, why this confusion has not been discovered previous to the time anticipated by Colonel Rainey, as the boats have for one year and a half been under the control of the Marine Department, and I have yet to learn of any demand for their services by the quartermaster and commanding officer of the post of Galveston not being promptly and well attended to, as also the Engineer Department.

In regard to the demands of the commanding officers of that post for a "dispatch or flag-of-truce boat," I most respectfully state that the schooner *Lecompt* has been, and is now, at the disposal of that command for that purpose, and lying at the city of Galveston ready at all times to perform that duty. I am fully aware of the erroneous impressions conveyed to Colonel Rainey by interested and ambitious parties in regard to this question, and desire to convey to him my assurance that at all times, when the weather permits and it does not conflict with orders I may hold from the commanding general, the

boats necessary to transact the business of the post of Galveston will be promptly on hand to discharge said duty upon a request by telegraph or letter being made to these headquarters or to Captain H. S. Lubbock, commanding Marine District of Galveston.

I have the honor to be, very respectfully, your obedient servant,

LEON SMITH,

Commanding Marine Department.

Captain L. G. ALDRICH,
Assistant Adjutant-General.

Letter from Admiral Buchanan, C. S. Navy, to Lieutenant-General Polk, C. S. Army, transmitting communications from the Secretaries of Navy and War.

NAVAL COMMANDANT'S OFFICE,
Mobile, Ala., April 1, 1864.

GENERAL: I have the honor to forward to you by Acting Master J. W. McCarrick, C. S. Navy, the enclosed copies of communications from the honorable Secretaries of War and Navy.

I will be much indebted to you if you will afford Mr. McCarrick the necessary facilities for executing his orders from me, which he is directed to show you.

I am, general, very respectfully, your obedient servant,

FRANKN. BUCHANAN,

Admiral, etc.

Lieutenant-General L. POLK, C. S. Army,
Headquarters, Demopolis, Ala.

[Enclosure.]

C. S. NAVY DEPARTMENT,
Office of Orders and Detail, Richmond, Va., March 26, 1864.

SIR: Enclosed are copies of letters, dated 22d instant, from General Cooper, Adjutant and Inspector General, to Lieutenant-General S. Polk and Major-General D. H. Maury, directing the former to transfer to C. S. Navy 55 men and the latter 55 men from the respective armies under their commands.

You will be pleased to send with all possible dispatch one lieutenant to each army, or other suitable officers, and one medical officer, together with such additional officers as you may deem necessary, to the headquarters of the commanding generals of the two armies for the men referred to above.

The officers sent by you charged with this service will accept and ship for the Navy all volunteers who are, in their judgment, fit for the service, and who shall pass the required medical examination, and have them conveyed promptly to Mobile, Ala.

Blank shipping articles are sent herewith, and all men shipped are to be duly returned to this office and the First Auditor, as directed thereon, and you will be pleased to make return of all men whom you actually receive under this order from the Army. Special enquiry should be made for firemen and coal heavers, if those ratings be needed in your command. The necessary expenses of officers employed in this recruiting service will be allowed. Application should be made to the commanding general for necessary guards to accompany the

draft of men who may be transferred to the Navy, which it is hoped they will be able to furnish. These men will be assigned to duty in the squadron under your command.

By command of the Secretary of the Navy: _____

I have the honor to be, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Commander, in Charge.

Admiral F. BUCHANAN, C. S. Navy,
Commanding; etc., Mobile, Ala.

Letter from Confederate Agent Helm to Major-General Magruder, C. S. Army, regarding the purchase and shipment of arms from Havana.

HAVANA, April 2, 1864.

GENERAL: I have been authorized by Colonel J. Gorgas, Chief of Ordnance, Richmond, to purchase and ship to you such arms as could be obtained in Havana, and have the pleasure to inform you that I have now on hand several thousand stand, which I will send forward as rapidly as possible. * * *

The *Lilly* will sail to-morrow and takes 100 Enfield rifles and 120 English Tower muskets. The former are splendid; the latter strong and serviceable, though they require to be cleaned, as they are rusted.

I ship a like quantity by each of the schooners *Fanny* and *Laura*, to sail in a few days. * * *

I am, general, very respectfully, your obedient servant,
CH. J. HELM.

Major-General J. B. MAGRUDER,
Commanding, Texas.

Letter from Major-General Maury, C. S. Army, to the Secretary of State, referring to Federal operations in Louisiana.

MOBILE, April 2, 1864.

DEAR SIR: I received this morning your note relative to Mr. Sinsbort by his hands, and have taken the steps indicated to facilitate his movements.

There are now very few troops in New Orleans; a considerable increase of the fleet at Pensacola has been reported.

Banks has concentrated every available means within his control upon the conquest of West Louisiana. I wish we could prevent him.

Very truly and respectfully, yours,

DABNEY H. MAURY.

HON. J. P. BENJAMIN.

Letter from E. M. Jefferson to Admiral Buchanan, C. S. Navy, proposing to conduct expedition against the enemy at the mouth of the Mississippi River.

MOBILE, April 8, 1864.

ADMIRAL: In the interview that took place between us yesterday in your office respecting my launch and her destination, you were

pleased to infer that you had no idea of her destination or the character of the expedition that I had proposed to the Government, for which I have so often called upon you for your approval in conformity with the letter which I have from the honorable Secretary of the Navy.

I now respectfully inform you that I have completed her outfit and that she is ready for service, and only wait your permission to enroll my crew, under the rules and regulations of the naval service, to operate against the enemy at the mouths of the Mississippi River and on the lakes, where there are many valuable captures to be made.

My first point of attack will be at the Head of the Passes, and capture one or two of the enemy's towboats. There are four of them, namely, *Leviathan*, *Henry J. Tyler*, *Illinois*, and *Eliza*. Three of these boats are propellers; the other is a side-wheel steamer. My armament will be composed of two armed launches, one pulling fourteen oars and the other twelve, carrying each a full crew of 20 armed men, including the officers, which will be seen in the copy of my stock contract* accompanying this letter.

Second. Should I fail in the capture of the towboats, or should I have to send a prize crew off, I then intend to push for the Mississippi coast, near the mouth of Pearl River, and break up a lucrative commerce that is now carried on to some extent by the enemy in that section of our coast, by burning and destroying the vessels that fall into my hands, and should an opportunity offer, which I have no doubt of, I shall push through the Rigolets and enter Lake Pontchartrain, and there await an opportunity of entering the new basin, where the enemy have a small, high-pressure, stern-wheel steamer, mounting one gun, with a crew of 20 men, black and white. This steamer is an easy capture, as none of her officers stay on board at night. There are also many lake schooners which are used as transports by the enemy that can easily be destroyed.

Could I but for a few moments claim your personal attention on this subject, I am satisfied that I would enjoy a little more favorable opinion on these points.

My original intention was to take three armed launches and the full amount of stock taken (some in Richmond), but the many obstacles that I have had to surmount have almost disheartened me, but as I have expended a large amount of money I can not withdraw now. I would furthermore state that I am prepared with the best lake and river pilots, engineers, and navigators, and with the means to carry out the expedition at my own cost, and only want your approval to our enterprise, which Mr. Mallory has promised that I should have. If you would kindly grant me the requested interview, I then could give you any explanation on the subject that you may require.

I have the honor of remaining, your most obedient servant,
E. M. JEFFERSON.

Admiral F. BUCHANAN,
Commanding Naval Department of the Gulf, Mobile, Ala.

* Not found.

Letter from commandant Naval Gun Foundry and Ordnance Works to Admiral Buchanan, C. S. Navy, regarding a completed gun.

NAVAL GUN FOUNDRY AND ORDNANCE WORKS,
Selma, April 12, 1864.

MY DEAR ADMIRAL: The VII-inch gun that I promised you has been ready for some days, but I have determined not to send it unless it is very important that you should have it very soon, as there are a number of cavities near the muzzle. The metal we use is very liable to cavities. This gun was made 5 inches longer than usual, as was desired for the *Nashville*. With the exception of the cavities in the neighborhood of the muzzle it has no defects, and as far as we know is a good gun; the metal appears tough. The metal with which we are furnished for guns differs so much that the test gun is no guide to us.

I do not know when we will have another VII-inch ready, as we were more than six weeks without casting a gun. We have just commenced to cast again, but the iron differs from any that we have had before. We therefore can not tell how it will turn out, and even if it proves well it will be over six weeks before it can be finished.

* * * * * * *

Let me hear from you about the gun.

I hope you will soon have the *Tennessee* in fighting trim.

Yours, truly,

CATESBY AP R. JONES.

Admiral BUCHANAN, C. S. Navy,
Mobile, Ala.

Letter from Admiral Buchanan, C. S. Navy, to Commander Jones, C. S. Navy, regarding guns and referring to affairs at Mobile.

MOBILE, April 14, [1864].

DEAR JONES: Your letter of the 12th has just reached me. I have enough guns here for the present. Their carriages have not arrived yet, nor are the vessels ready for them. I am ironing the front part of the shield of the *Nashville* and her pilot house, in case we should want her before her other iron is put on her. I am driving on with the camels for the *Tennessee*; four are finished, and the two new ones advancing rapidly. You, of course, have heard of the burning of two by fire, accidental, but by carelessness.

Farragut, I think, is coming here before long. He is in Pensacola with a large force. Page thinks Forts Morgan and Gaines very weak. I don't agree with him. They might be stronger, but still they are very strong, I think. Simms is well. He is down the bay; will be here on Saturday next.

No news of interest from any quarter, except what you see in the daily papers. A battle on the Potomac is inevitable, 'tis said, and if we whip them the war will soon close. God speed.

Truly, etc., in a hurry, your friend,

FRANKLIN BUCHANAN,
Admiral, etc.

[Commander C. AP R. JONES.]

I wish you could see the *Tennessee*; she is a man-of-war.

Circular.

HEADQUARTERS ARMY OF TENNESSEE,
Dalton, Ga., April 16, 1864.

I. In obedience to instructions from the honorable Secretary of War, Lieutenant William W. Carnes, C. S. Navy, is authorized to select 170 men of this army to be transferred to the naval service. Commanding officers are hereby directed to afford him the necessary aid for the discharge of this duty. In making these selections no organization must be destroyed, and as far as practicable seamen will be taken.

II. Lieutenant Carnes will furnish this office with a return of the men selected, when orders for their discharge from the army will be given.

By command of General Johnston:

KINLOCH FALCONER,
Assistant Adjutant-General.

[Telegram.]

MOBILE, April 17, 1864.

The fleet, with exception of six vessels, has left Pensacola.

D. H. MAURY,
Major-General.

Lieutenant-General POLK.

Order of Lieutenant-Colonel Shelika, Chief of Engineers, to Captain Fremaux, C. S. Engineers, regarding placing of obstructions in Mobile Bay.

ENGINEER OFFICE,
Mobile, April 22, 1864.

CAPTAIN: The *Natchez* having been thoroughly overhauled leaves here at 4 o'clock this evening with orders to report to you for the placing of the Main Ship Channel obstructions.

Please inform Captain Gallimard that I fully coincide with his views regarding Sughee Point as the key position to the western part of the lower bay line. Unfortunately, want of hands and transportation will render it necessary to abandon that work for the present and turn our attention to more important points. The redoubt east of Fort Morgan once finished we may reassume operations at Sughee Point. Fort Gaines does not require our attention for the present. Please stop all operations at that point until the completion of the new redoubts at Fort Morgan, Fort Powell, and Sughee Point justify us in resuming operations there.

Very respectfully, your obedient servant,

V. SHELIIHA,
Lieutenant-Colonel and Chief of Engineers, Department of the Gulf.

Captain L. J. FREMAUX,
Engineer in Charge Lower Bay Line, Fort Gaines.

*Ammunition report for Fort Powell, commanded by Major W. C. Capers,
for week ending Saturday, April 23, 1864.*

[From Drayton papers.]

Guns and equipments.	Number of guns.	Number of rounds last report.	Turned over to Lieutenant Ferguson.
ARTILLERY.			
8-inch columbiad	2	401	.....
7-inch Brooke rifles	2	207	.....
32-pdr. rifle	1	362	.....
32-pdr. smoothbore	1	163	.....
24-pdr. siege howitzers	2	20	.....
12-pdr. iron howitzers	2	324	.....
Whitworth rifle	1	164	154
Friction primers		2,000	96
Priming tubes		600	15
Port fires		200	.....
Cannon primers .....			.....
Fuzes		550	.....
Slow matches		35	.....
Number of men who should be armed, 136.			
SMALL ARMS.			
Austrian rifles, caliber .54	135	1,900	300
Buck and ball cartridges		1,500	.....
Double-barrel guns	25	1,000	.....
Mississippi rifle cartridges, .54 caliber, buckshot		4,000	.....
Revolvers	22	1,000	.....
Number of unarmed men, 1.			

Remarks.

One of the Brooke rifles not in good order, having burst.
 There is an excess of 9 projectiles over cartridges in the Brooke ammunition.
 There is an excess of 98 projectiles over cartridges in the columbiad ammunition.
 There is an excess of 3 projectiles over cartridges in the rifle 32-pounder ammunition.
 There is an excess of 39 cartridges over projectiles, 32-pounder smoothbore ammunition.
 There is an excess of 37 projectiles in 24-pounder howitzer ammunition.
 There is an excess of 39 projectiles in the Whitworth ammunition.
 The Whitworth gun and ammunition was sent to Fort Morgan by orders from brigade headquarters.

Letter from E. M. Jefferson to the Secretary of the Navy, requesting that the papers regarding his proposed expedition be transferred to the War Department.

MOBILE, April 29, 1864.

SIR: In reply to your communication of the 19th instant, I would respectfully desire to have all my papers and documents now on file in your office transferred, as you suggest, to the War Department, and there be placed on file, as all my future applications must be with that officer.

Cut short as I have been, as you are pleased to infer, by a late act of Congress, my boats and crews lying idle, after the very heavy expense and almost insurmountable obstacles that I have had to overcome in collecting together such material for my expedition—thus cut short, when I expected to be busily engaged against the enemy, nevertheless I do not relinquish the hope of being shortly among them, doing my country good service.

Hoping that you will be pleased to give transition to my papers from your Department all necessary attention, and soliciting your kind consideration and favorable opinion in my behalf,

I have the honor to remain, your obedient servant,

E. M. JEFFERSON.

HON. SECRETARY OF THE NAVY.

Letter from Admiral Buchanan, C. S. Navy, to Commander Jones, C. S. Navy, commandant Naval Gun Foundry and Ordnance Works.

MOBILE, April 29, 1864.

DEAR JONES: Your letter of 25th reached me a day or two since. I wish you would send me the two guns you mention. The two small 'Bigbee boats will require four guns each, and the *Nashville* seven, in all fifteen. I have on hand eight only, but when those boats will be ready for guns or men I can not say. I am arming the front of the shield of the *Nashville* and her pilot house, but have no iron for other parts of her or the other boats. I am driving on with the camels. One will be launched on Saturday, I hope, and the other on Wednesday next. These are the two large ones. The four others have been launched for several days. The fire delayed my operations very much. Send me a list of the articles you require from Havana, and I will try and procure some of them, if not all. Ward and Minor have been again on active service. Gallant fellows! I wish these boats were all ready and I had them and yourself to command them. Kirby Smith has whipped the vile Yankees well on land. Daily we are expecting to hear from Lee and Grant, also from Johnston.*

* * * * *

Regards to all friends. I regret to hear you are unwell. Is it so? Eggleston desires his regards.

Yours, truly, etc.,

FRANKLIN BUCHANAN.

CATESBY AP R. JONES, C. S. Navy,
Selma, Ala.

[Telegram.]

HOUSTON, TEX., April 30, 1864.

Griffin reports enemy in small force landed at Calcasieu. His scouts represent one gunboat and one transport; expecting reinforcements daily.

Reported plan to proceed up Calcasieu Pass to Lake Charles, thence against Niblett's Bluff and flank Sabine Pass. They have burned the bridge on Mud Bayou. Colonel Spaight has gone to Lake Charles.

J. E. SLAUGHTER,
Chief of Staff.

Major-General J. B. MAGRUDER,
Rusk, Tex.

Order of General Hébert, C. S. Army, to Colonel Griffin, C. S. Army, for an attack upon Federal force at Calcasieu, La.

HOUSTON, TEX., April 30, 1864.

Direct Colonel Spaight to attack small force at Calcasieu at once, and disperse, defeat, or capture the expedition.

By command of General P. O. Hébert, commanding district:

J. E. SLAUGHTER,
Chief of Staff.

Colonel W. H. GRIFFIN,
Sabine Pass.

Letter from the commandant Naval Gun Foundry and Ordnance Works, Selma, to Admiral Buchanan, C. S. Navy, regarding the forwarding of guns.

SELMA CANNON FOUNDRY, May 2, 1864.

MY DEAR ADMIRAL: Yours of the 29th ultimo has been received.

I will send you two 6.4-inch rifles if the boat will take them to-morrow, and the 64-pounder (VIII-inch) as soon as we can band them. I have now cast four VII-inch guns for the *Nashville*, but it will be some time before we can finish them. They are not yet even bored.

I will send you a list of some of the articles we most need and hope you will be able to have them imported for us. It would help us very much.

I hope your troubles with the *Tennessee* are over, and that you may soon revenge yourself for them on the Yankees.

I have been quite unwell, perhaps more so than I supposed, as Doctor Fahs and two other doctors have advised me to leave, at least for a while. So much for attempting to perform duties that properly appertain to at least three persons. I should much prefer leaving altogether and joining you. I want regular duty in my profession.

Please let me know what steps you take to procure the stores from Havana and what prospect of success.

Yours, very truly,

CATESBY AP R. JONES.

Admiral BUCHANAN, C. S. Navy,
Mobile, Ala.

Extract from letter from Admiral Buchanan, C. S. Navy, to Commander Jones, C. S. Navy, regarding general matters.

MOBILE, May 7, 1864.

DEAR JONES: Your letter of the 2d instant has reached me. I will send to Havana by the first opportunity, which is to-day or to-morrow, for as many of the articles as can be procured there. You must not be disappointed if you do not get many articles you name. Our funds are limited and Havana not very well supplied with many articles we require. I regret to hear of your indisposition, and sincerely hope you may be perfectly restored by a relief from your arduous duties. The *Nashville*, if ever finished, will be a fine command. I wish you had her. I am ironing the pilot house and front part of her shield. The prow is ironed. If they will send me the iron for her and the two 'Bigbee [Tombigbee River] boats, we would, in a few months, have quite an efficient squadron here. Can you not pay us a visit? I am anxious you should see the *Tennessee*. All the camels are launched, and we have commenced placing them under her. It is a slow job, however, but I see no reason why we will not succeed in getting her below the bar. Everything thus far is favorable. I have but few officers, and many of them are very inefficient, and all inexperienced. I had three lieutenants on board the *Tennessee*, young and inexperienced, but yesterday one of them was detached and ordered to the *Richmond*. No midshipmen and but two master's mates, one not worth his salt. Mitchell informs me that he has no officers to send me. I have neither flag-captain nor flag-lieutenant, nor midshipmen for aids; consequently, I have all the various duties to attend to from the grade of midship-

man up. My office duties increase daily, which keeps me in the office until 3 o'clock, and then in the afternoon I visit the navy yard, navy store, ordnance, etc. Brent was ordered to report to me a few months since, and I gave him, by a general order, the supervision of all naval work in progress under my orders on shore. I want a flag-captain and flag-lieutenant and two decent midshipmen. If you could get the *Nashville*, and Minor could be promoted and come to me, it would suit me exactly.

The news is glorious to-day, but the loss of Longstreet and others is a serious affair. You have no doubt heard all the news by the telegrams. I feel confident he will succeed in Virginia. Johnston will soon be engaged. All are sanguine of his success also.

Regards to Fahs and other friends who may be with you.

Truly, etc., in a hurry,

FRANKLIN BUCHANAN,
Admiral, etc.

Captain C. AP R. JONES,
Selma.

P. S.—Your last letter, relating to guns, just received.

Report of Colonel Anderson, C. S. Army, forwarding news of the capture of Federal gunboats Granite City and Wave.

SHREVEPORT, May 7, 1864.

Your dispatches in regard to the disposition of * * * batteries have been received and orders sent in accordance with your directions. I have just received from General Hébert the following dispatch, dated at Houston, to-day:

Griffin attacked the enemy at Calcasieu yesterday morning; captured two gunboats (*Granite City and Wave*), 16 guns, and about 80 prisoners.

S. S. ANDERSON,
Assistant Adjutant-General.

General E. KIRBY SMITH,
Camden, Ark.

Letter from commandant Naval Gun Foundry and Ordnance Works, Selma, to Admiral Buchanan, C. S. Navy, forwarding requisitions.

SELMA CANNON FOUNDRY, May 9, 1864.

MY DEAR ADMIRAL: Yours of the 7th was received this morning, and, as requested, I enclose requisition for emery cloth and sandpaper. I was aware that articles we have great need of are in store at Montgomery, and I have made requisition for them, but the Secretary refuses to allow them to leave the store, and if we can not import them I do not know what we will do.

We have been very successful lately in casting guns, and have made improvements in the machinery for boring and turning the guns and bands, but without more blacksmiths we can not finish the guns faster than heretofore. I find it useless to represent these things at Richmond. It produces no effect.

I should like very much to be with you, but fear I am here for the war. If I do not visit Richmond, where I want to examine the Trede-

gar, I will visit Mobile and Fort Morgan. It would delight me to see a man-of-war again, and I am anxious to see your [illegible].

Yours, very truly,

CATESBY AP R. JONES.

Admiral BUCHANAN, C. S. Navy,
Mobile.

Letter from Commander Jones, C. S. Navy, to Commander Johnston, C. S. Navy, regarding the expectations entertained for the C. S. ram Tennessee.

SELMA CANNON FOUNDRY, *May 10, 1864.*

MY DEAR JOHNSTON: Yours of the 7th instant, with its enclosures, was received this morning.

I can appreciate your feelings in regard to the sanguine expectations entertained of the *Tennessee*. Though not nominally in command of the *Virginia* my duties were more responsible, as in addition I had to select her battery and experimented with the armor and projectiles. Having had so much to do with her, I was actually oppressed with the undue expectations, and confess that I never entirely reconciled myself to them, though I endeavored to console myself by making every possible exertion and with the reflection that it is as necessary sometimes to suffer from one's friends as to fight one's enemies.

Have you any arrangement, for firing hot shot? Eggleston is familiar with those in the *Virginia*; they were simple and effective. Hot shot and shell for wooden vessels and solid shot bolts for iron. If you encounter monitors, aim at the base of their turrets.

I would like to see your vessel, and as I have made the battery something of a study should like to inspect it to see the latest improvements, etc. I here feel out of the naval world entirely. I rather apprehend you will not be able to catch the wooden vessels. The ironclads you will find tough customers. I hope you will get out before a number of them accumulate. I doubt whether Farragut will make a serious attack without a large land force.

* * * * *

Very truly, your friend,

CATESBY AP R. JONES.

Captain J. D. JOHNSTON,
Commanding Tennessee, Mobile.

P. S.—The admiral is excitable, but I do not believe you will be troubled as you think.

C. AP R. J.

Unofficial letter from Commander Jones, C. S. Navy, to Brigadier-General Page, C. S. Army, commanding Fort Morgan, in view of expected attack upon Mobile defenses.

SELMA CANNON FOUNDRY, *May 11, 1864.*

MY DEAR UNCLE: Yours of the 7th was received yesterday. I have ordered long sights made for the guns, as requested. We have never been able to keep any on hand. They may be used on any gun of their caliber, but not so with the short sights for most of the guns we have hitherto sent away. Though as we make them more uniformly

now, I hope to improve with the sights also. I should like to make the scrapers for you, but we have never made any, nor do we make any implements at all; our force will not permit. We have reamed out a number of guns to 8 inches, smoothbore, that were cast for 6.4-inch rifles; no change in the exterior. With heavy charges and solid shot they ought to be effective against ironclads. I think by applying to the admiral some would be furnished your command. I have two here in addition to those he has: We are often out of iron; have none now. We have cast a dozen guns since you [illegible] there is a X-inch; it is still in the pit; weight, when cast, 24,000 pounds; when finished, 22,000 pounds, smoothbore, double-banded for heavy charges. I am troubled to move it; our chain breaks, etc. Will not cast another until we have another crane. We have been compelled to commence work making chains for our cranes; a tedious job.

I doubt whether Farragut will make a serious attack without a land force to cooperate; but as he is restless I suspect he will attack your forts and perhaps run by as an experiment. I hope your obstructions will stand. If they only check the enemy, you ought to damage them seriously. If you could have marks (unknown to the enemy) at measured distances, it would assist very much in estimating the distance.

Have you tried your hot shot furnaces? It would be well to fire some for exercise.

I would like very much to make you a visit, and will do so if I do not go to Richmond. I ought to see other works if I am to remain here. * * *

Van Zandt relieves me somewhat, but I want practical aid.

* * * * *

Your affectionate nephew,

CATESBY AP R. JONES.

General R. L. PAGE,
Fort Morgan.

I enclose an extract on fighting ironclads with vessels.

GENERAL ORDER. }
No. 23. }

NAVAL COMMANDANT'S OFFICE,

Mobile, Ala., June 1, 1864.

In consequence of the hot weather, from June 1 to October 1, officers attached to the Mobile Squadron may wear their gray flannel frock or sack coats with navy buttons, gray pantaloons, and vests.

FRANKN. BUCHANAN,
Admiral, etc.

Report of Captain Fremaux, C. S. Engineers, regarding the placing of obstructions in lower Mobile Bay.

ENGINEER'S OFFICE,
Fort Gaines, June 2, 1864.

GENERAL: In the absence of Lieutenant-Colonel Sheliha I have the honor to report to you directly the following facts in relation to the lower bay line:

I. Battery east of Fort Morgan: Yesterday I went to that battery to take away 63 negroes and sent them to Fort Powell, thus reducing the force to 68. The battery wants sods for revetments; the bomb-proof is placed and filled around to roofing. The platforms are placed, and would do for barbette carriages; but as it is intended to put Parrotts on siege carriages and Blakelys on field carriages, counter platforms have to be elevated 2 feet 3 inches more, exposing the guns and gunners. I respectfully recommend that small barbette carriages and chasses be constructed for these guns. A line of rifle pits and redans from this work to Battery Bragg, on the west, and to Navy Cove, on the north, to be constructed.

II. Fort Morgan: Several rear traverses have to be constructed; yet not one man to place there to do the work.

III. Main Channel: Eighty-six torpedoes placed on the line extending from the can buoy (opposite the fort) to the west bank. I have 30 more filled and ready to anchor and 46 for which there is no powder. It is necessary to state that the torpedoes are made of tin, and very indifferently lacquered; that the force of the current must rub the lacquer very soon and expose the tin to the corroding action of the sea water; and that it takes a very short time to place them. If there is not an immediate necessity to have them placed this week, I would respectfully request that we wait for the last moment to place, to be sure of their efficiency. Twenty can be placed in one day.

The obstructions have proved a failure, as they have floated away; or if we succeeded in anchoring them solid to the bottom the currents of the ebb and flow tide have wrenched them asunder.

IV. Fort Gaines: The work on the fort has been abandoned since April for the want of hands. Only one bastion has been cribbed and protected with 15 feet of sand; the two others fronting the sea have been commenced. The platforms of the columbiads are constructed on the sea faces. One of the columbiads has been mounted; the others can not be placed until the bastions are razed to the height of the wall. The *chemin de ronde* is to be filled to increase the thickness of the parapet; reverse fire traverses to be built; galleries in bastions and magazines to be constructed, and bombproofs for men and commissary stores; traverses between guns and on the covered ways of the glacis. On the west of the fort, at one mile and a quarter, a line of breastworks and seacoast battery are to be constructed. The wharf to be rebuilt entirely; this is of the most urgent necessity; a light artillery carriage could not pass on it to-day.

V. Little Dauphin: The work on this island is ready to receive guns on the west end, but the work of completion has been stopped for want of hands.

VI. Fort Powell: The number of hands employed here are not enough; all the other work is in sufferance to carry on this; every available man is given to the work, but the number is not sufficient yet. The large *Baltic*, one of the most useful implements for this work, is worm-eaten and in a sinking condition, and the crew is not complete.

VII. Cedar Point is totally abandoned. The workmen for the wharf have deserted to the enemy, but two, and since April not one negro could be obtained to finish the sodding and covering of the bombproof.

This is the state of affairs on this line at this moment. To complete this line as it is intended it would require a large increase of force.

The present force and that required is as follows:

	Present force.	Required.	Total.
Fort Morgan.....	68	132	200
Fort Gaines.....	46	254	300
Fort Powell.....	182	100	282
Cedar Point.....		100	100
Little Dauphin.....		300	300
Aggregate.....	296	886	1,182

I would respectfully request an answer about the placement of the torpedoes and an order for the powder to fill the 46 empty ones.

I am, very respectfully, etc.,

L. J. FREMAUX,
Captain, C. S. A., and Engineer in Charge of Lower Bay Line.
 Per B. A. REYNOLDS,
Clerk.

Major-General D. H. MAURY,
Mobile.

[Telegram.]

MOBILE, June 3, 1864.

Farragut is off the bar with a large fleet of sixteen heavy ships. The captain of *Tennessee* thinks Farragut will run in. All efforts to obstruct the channel effectually have failed.

D. H. MAURY,
Major-General.

General S. COOPER,
Adjutant and Inspector General.

Letter from Lieutenant McCorkle, C. S. Navy, to Commander Jones, C. S. Navy, regarding the removal of the Naval Ordnance Works from Atlanta.

NAVAL ORDNANCE WORKS,
Atlanta, June 8, 1864.

MY DEAR CATESBY: I received your letter of the 4th instant yesterday and it found me in the midst of confusion. I have been advised by General Johnston to move all stores and machinery. I am moving the boilers and engines to-day. All the lathes, planes, steam hammer, etc., are already shipped, and, to crown all, they have given an order to move the hospitals, and I can not get cars enough to move.

* * * * *

Yours, truly,

D. P. McCORKLE.

Commander C. AP R. JONES, C. S. Navy,
Naval Gun Foundry, Selma.

Letter from Lieutenant McCorkle, C. S. Navy, to Commander Jones, C. S. Navy, referring to the operations of Major-General Sherman, U. S. Army.

NAVAL ORDNANCE WORKS,
Atlanta, June 10, 1864.

DEAR JONES: * * * Everything quiet here. Do not know what Sherman is trying to do. It is said he is trying to flank us on the right by Roswell, [Ga.].

Mansfield Lovell is staying with me at present, in very good health. He has volunteered to serve with Johnston without command.

Yours, truly,

D. P. MCCORKLE.

Captain C. AP R. JONES, C. S. Navy,
Naval Works, Selma, Ala.

Letter from Admiral Buchanan, C. S. Navy, to Commander Jones, C. S. Navy, referring to expected attack upon defenses of Mobile.

NAVAL COMMANDANT'S OFFICE,
Mobile, Ala., June 14, 1864.

DEAR JONES: * * * Seventeen of Farragut's vessels off to-day. We expect an attack soon. I came up for a day or two to attend to some matters here, and return to-morrow or next day.

Truly, etc.,

FRANKLIN BUCHANAN.

Captain C. AP R. JONES, C. S. Navy,
Selma.

[Telegram.]

MOBILE, *June 14, 1864.*

The following dispatch just received from Pollard:

Three men-of-war and three transports below. Large amount of forage, etc., at Pickens. Two regiments of cavalry expected. General Arnold to relieve General Asboth. Expect to attack Mobile very soon; Farragut says Saturday night. All quiet.

DABNEY H. MAURY,
Major-General.

General S. COOPER.

Letter from commandant Naval Gun Foundry and Ordnance Works, Selma, to Major-General Maury, C. S. Army, regarding torpedo boat under construction.

NAVAL GUN FOUNDRY AND ORDNANCE WORKS,
Selma, June 16, 1864.

MY DEAR GENERAL: I enclose a letter* from Captain Halligan, the constructor of the torpedo boat. I think he will endeavor to carry out in good faith what he proposes.

The boat will be launched in a few days. It combines a number of ingenious contrivances, which, if experiments show that they will

*Not found.

answer the purposes expected, will render the boat very formidable. It is to be propelled by steam (the engine is very compact), though under water by hand. There are also arrangements for raising and descending at will, for attaching the torpedo to the bottom of vessels, etc. Its first field of operation will be off Mobile Bay, and I hope you may soon have evidence of its success.

I have to-day written to Mr. Blount, general agent for the impressment of negroes in this State, requesting him to furnish these works with fifty negro laborers. Our work is actually suffering for want of them. If you can aid us in obtaining them you will much oblige me.

I am, general, very truly, yours,

CATESBY AP R. JONES,
Commandant.

Major-General DABNEY H. MAURY, C. S. Army,
Commanding Department, Mobile, Ala.

[Telegram.]

MOBILE, *June 20, 1864.*
(Received 21st.)

Farragut's fleet been detained for the last week. It apparently assembled for offensive purposes against the *Tennessee*.

D. H. MAURY,
Major-General.

General S. COOPER.

Letter from Commander Page, C. S. Navy, to Commander Jones, C. S. Navy, regarding affairs at Mobile.

FORT MORGAN, *June 26, 1864.*

MY DEAR CATESBY: I have two of your VIII-inch smoothbore, double-banded guns, which I am now preparing to mount in the glacis. They are intended, of course, for solid shot and shell. What charge do you advise for each of these projectiles? Answer me soon. I have the battery in pretty good fighting condition, but for a siege require double the quantity of projectiles for most of the guns.

Without continued and personal care the men soon fall off and the officers, too. I wish I could fire some of the guns every day.

Farragut remains off the bar, very much as when you left. I hear from various sources that he intends attacking us by land and water very soon. He can not remain idle much longer, I think. I have only 300 effective men at this fort; not enough to man my guns. General Maury says he can not let me have more.

The *Tennessee* is still at anchor off the fort; the *Baltic* sent to town as unseaworthy. Buchanan looks humbled and thoughtful. The movements of his ship and squadron were, in my judgment, delayed and made unnecessarily public after she came down. She should have been kept alone, and the moment she was released from the camels she should have gone out. This was my opinion at first. The Secretary has let B. off easier than I expected.

If the *Baltic* and other inefficient gunboats had been let alone or the iron used for the 'Bigbee boats, with what could have been furnished from Selma, they ought to have been ready to meet the enemy at this

moment. I will not say as much as I think. Some efforts are being made to fit out the *Nashville*. It will be all lost; she is a failure.

Did you send any long-sight bars for the two 8-inches? If not, can you furnish them? Nos. 33 and 35.

B. is now in the city and will be there most of his time. He has some taste of the discomforts of an ironclad.

* * * * *

Your affectionate uncle,

R. L. PAGE.

[Commander CATESBY AP R. JONES.]

[Telegram.]

MOBILE, July 5, 1864.

(Received 6th.)

Reported from Charleston that monitors are coming here. Seventeen ships in Farragut's fleet to-day. There has been some firing at long range for several days between Fort Morgan and the fleet. Enemy's fire damaged blockade runner *Ivanhoe*, which was beached near Fort Morgan. Mobile is much exposed to attack now. Canby has been with Farragut. His army lies near here.

DABNEY H. MAURY,
Major-General.

General S. COOPER.

Report of Major-General Maury, C. S. Army, regarding condition of affairs in Mobile.

HEADQUARTERS DISTRICT OF THE GULF,
Mobile, Ala., July 7, 1864.

GENERAL: I hear from several sources that the enemy is actively preparing to attack Mobile, that a fleet of ironclads is now on the way, and that General Canby is preparing an army of 20,000 to 30,000 men to attack by land. The effective total shown by my last report of troops in the district is 4,337. On yesterday morning I sent to General S. D. Lee 600 men, and I hold a cavalry regiment, 800 strong, ready to go to him in order to meet an advance of the enemy from Vicksburg. My supplies and ordnance stores are insufficient for a siege, especially the projectiles for heavy rifled cannon. I have ordered that the guns on the lines commanded by General Page shall be furnished with 300 rounds to the piece. This has necessarily taken from the supplies for the guns near the city, few of which have more than 200 rounds. * * * The garrisons of the forts and bay batteries are necessarily fixed and not available for the reinforcement of threatened points. There are no troops left to me for duty in and about the city, except a few companies of "local troops," citizens of Mobile. * * * I do not believe the noncombatants can be gotten away from the city before the firing commences, when it may be too late. There are a great many people here not at all desirous of the success of the Confederacy, whose machinations are very hard to guard against. They evade the pickets; trade and communicate with the enemy. If arrested, unless testimony is direct and complete they

are very apt to be turned loose by the instrumentality of the lawyers. The *Ivanhoe*, a fine ship owned by the cotton bondholders, was run aground near Fort Morgan in attempting to get into this harbor. The enemy have so injured her that she can not be gotten off. Her cargo was all saved. She brought in a case of yellow fever and her crew has consequently been quarantined. The disease may be disseminated, because it was not reported or suspected until our people had unloaded the ship and had been associating with the crew.

I am, general, very respectfully, your obedient servant,
 DABNEY H. MAURY,
Major-General, Commanding.

General SAMUEL COOPER,
Adjutant and Inspector-General, Richmond, Va.

[Telegram.]

MOBILE, *July 10, 1864,*
 (Received 11th.)

I think I have enough heavy guns, but have not received enough of heavy ammunition. I have repeatedly sent estimates for supplies; have not 200 rounds for many of my pieces, and less than 300 for any. Please have arsenals near me ordered to fill my requisitions promptly.

D. H. MAURY,
Major-General.

General S. COOPER,
Adjutant and Inspector-General.

[Telegram.]

MOBILE, *July 11, 1864.*

Mr. Bibron will take charge of Fort Gaines. An additional number of torpedoes will be sent down to-morrow. Instruct Mr. Rudd and boat's crew to hold themselves in readiness.

V. SHELHA.

Captain GALLIMARD,
Fort Powell.

[Telegram.]

FORT MORGAN, *July 12, 1864.*

Shall I place torpedoes where the last line was left off? Answer immediately.

L. RUDD.

Captain GALLIMARD.

[Telegram.]

ENGINEER OFFICE, *July 12—1:30 o'clock.*

I will go to Fort Morgan in one hour.

J. GALLIMARD,
Captain and Engineer, C. S. Army, in charge Gulf Line.

[Telegram.]

FORT GAINES, *July 12, 1864.*

SIR: Your attention is respectfully called to the order in which your operations will be conducted at Fort Morgan * * * Give the [men] charged with the placing of torpedoes all the assistance in your power.

J. GALLIMARD,
*Captain and Engineer, C. S. Army, in charge Lower Bay Line.*Mr. NEVILLE,
Assistant Engineer, Fort Morgan.

*Letter from Admiral Buchanan, C. S. Navy, to Commander Jones, C. S. Navy, regarding affairs at Mobile.*NAVAL COMMANDANT'S OFFICE,
Mobile Ala., July 13, 1864.

DEAR JONES: Your letter of the 5th instant has just reached me. I can not possibly send you the men you require. Some of them have never reached here. We are much in want of those mechanics ourselves to carry on the work of the squadron. Yesterday all hands knocked off work because Farrand issued an order during my absence that the men must work ten hours. In this part of the Confederacy nine hours are considered the usual time. It was a want of tact on the part of Farrand to issue such an order at this particular time when I so much required the services of men. I revoked the order and increased the pay to first-rate men, so as to correspond with the pay at private yards, etc. I am doing all I can to get the *Nashville* ready for service without her iron. As I have given so many VII-inch guns to the army I shall require three more for that vessel. I really do not know what the army here would do if it was not for your guns. Maury does not attend sufficiently to this matter. We are certainly to be attacked when Farragut and General Canby are ready. Farragut is waiting for his ironclads. His fleet is a powerful one, now off the harbor, from eighteen to twenty; the number varies occasionally.

Mr. Ware will send for the belting. The X-inch gun I will give to Page; he wants it. McCorkle is moving everything from Atlanta, so we can not expect many projectiles or anything else from him soon.

I write as usual in a great hurry. I have not heard anything more about the provisional navy, nor has Page. He dined with me yesterday; returned to the fort in the evening.

Yours, truly, etc.,

FRANKLIN BUCHANAN.

Captain C. AP R. JONES, C. S. Navy,
Selma.

Letter from Admiral Buchanan, C. S. Navy, to Commander Johnston, C. S. Navy, commanding C. S. S. Tennessee, regarding iron and lumber for that vessel.

NAVAL COMMANDANT'S OFFICE,
Mobile, Ala., July 18, 1864.

SIR: Your communication of the 15th instant has been received.

I have given instructions to the naval constructor to equip another lighter for a hospital, when I hope the sick will be made more comfortable. When necessary the very sick men must be sent up here until the lighter is ready to receive them.

I directed about 12 tons of iron sent to you to trim the *Tennessee*. If you require more inform me, and it will be sent to you. I also directed a pine scantling to be sent to you to lengthen the awning stanchions. If they are pieced below the rail about 12 or 15 inches they will be strong enough.

The little walnut case to contain bottles is also sent, or will be sent by next boat. I also send the ladders to be used when the large ladders are being scrubbed.

Very respectfully, etc.,

F. BUCHANAN,
Admiral.

Commander JAS. D. JOHNSTON,
Commanding C. S. S. Tennessee, Mobile Bay.

Order of Admiral Buchanan, C. S. Navy, to Commander Johnston, C. S. Navy, regarding the raising of the blockade runner Ivanhoe.

NAVAL COMMANDANT'S OFFICE,
Mobile, Ala., July 20, 1864.

SIR: Captain [R. T.] Thom has informed Messrs. H. O. Brewer & Co. that the *Ivanhoe* has drifted several feet and he thinks she can be saved. Major [William] Barnewall has just informed me that Colonel [A. J.] Ingersoll consents to place the whole matter of saving that vessel in my hands, the amount of salvage, of course, to be given to the salvors.

As the work on her has principally been done by the officers and men of the squadron, I wish you to inform Commander George W. Harrison that I want you to take charge of that matter and do all you can to save her, having details of such officers and men as you may require from the various vessels.

Engineer John Hayes thinks he can close the hole in her sufficiently so that she can be pumped out. Let me hear what you can do with her.

Very respectfully, your obedient servant,

FRANKN. BUCHANAN,
Admiral, etc.

Commander JAMES D. JOHNSTON,
Commanding C. S. S. Tennessee, off Fort Morgan.

*Order of Office of Orders and Detail to Lieutenant Simms, C. S. Navy,
to assume command of the C. S. S. Nashville.*

OFFICE OF ORDERS AND DETAIL,
C. S. Navy Department, Richmond, Va., July 21, 1864.

SIR: You are hereby detached from the command of the Confederate steamer *Baltic*, and will report to Admiral F. Buchanan, commanding, etc., for the command of the Confederate steamer *Nashville*.

By command of the Secretary of the Navy:

I am, very respectfully, your obedient servant,

S. S. LEE,
Captain, in Charge.

First Lieutenant CHAS. C. SIMMS, P. N. C. S.,
Naval Squadron, Mobile, Ala.

*Letter from Commander Jones, C. S. Navy, to Brigadier-General Page,
C. S. Army, giving advice in view of threatened attack upon Fort
Morgan.*

SELMA, July 25, 1864.

MY DEAR UNCLE: Yours of the 21st by Mrs. G. just reached me.

I think it a very proper precaution to have sent off all noncombatants, but I am not satisfied that a serious attack is yet to be made upon you, though it is threatened, and you should be prepared. Even if made, I think with their present force, including the monitor, that you would beat them off, notwithstanding your weak condition. Fire slowly and deliberately, taking care not to throw away a shot. Use hot shot and shell against the wooden vessels, aiming always at the water line, and at base of turret with precision. A simultaneous fire might, I think, be used against the ironclads, though I know it is difficult. Select a few heavy guns in the same battery [illegible]. When an attack is made, I think there will be more than one monitor. If the fleet run by, you will then be besieged, it may be without being actively attacked, though I hardly think they would permit you to retain possession if they could prevent it, as your holding it would seriously incommode them. In the present temper of the people I am convinced that they would only be content with an obstinate resistance. When it will become known that your advice was unheeded, you will be relieved of the responsibility due to the proper want of preparation, and your character as an officer will not suffer. But I by no means think that the fort must necessarily fall, and you may damage them very much even if it does. I will send down a X-inch this week. I hope the carriage is ready.

Be assured that in case of accident I will do whatever I can for your family, but I trust there will be no occasion and that you may be long spared for them.

Your affectionate nephew,

CATESBY AP R. JONES.

Brigadier-General PAGE,
Fort Morgan, Ala.

Order of Admiral Buchanan, C. S. Navy, to Commander Johnston, C. S. Navy, commanding C. S. S. Tennessee, regarding defects in that vessel.

NAVAL COMMANDANT'S OFFICE,
Mobile, Ala., July 30, 1864.

SIR: Your communication of yesterday's date is before me. Constructor Bassett has instructions to examine the steering gear of the *Tennessee* and to remedy the defects you speak of if possible; call his attention also to the ventilator which is to be placed over the cabin, that he may send a carpenter with the necessary tools if you require him. I am glad to hear the vessel performs better than during her previous trial and that you have succeeded in hogging her. The hospital barge I hope to send you by the *Selma*; she had better be anchored near the shore, above where you now lie. There is nothing new except what you get from the newspapers of the day.

Very respectfully, your obedient servant,

FRANKN. BUCHANAN,
Admiral, etc.

Commander JAS. D. JOHNSTON,
C. S. S. Tennessee, Mobile Bay.

Instructions from Colonel Lockett, C. S. Engineers, to Colonel Gindrat, C. S. Engineers, in charge of operations east of Tensas River.

ENGINEER OFFICE,
Mobile, September 6, 1864.

COLONEL: You are hereby placed in charge of all operations east of Tensas River, to wit: Batteries Huger and Tracy, Spanish Fort and its dependencies, works proposed at Blakely, obstructions in Blakely and Apalachee, military road, etc. Please devote particular attention to the obstructions. I have secured some very heavy chains, now on the *La Grand*, which you will have in a day or so. Stretch your obstructions across Blakely River some 60 yards below the line of piles. If you can not fix the line to one shore or the other, and have not anchors enough for all the rafts, be sure to make the extreme ones secure by your heaviest anchors and connect all the others together by your heaviest chains.

Yours, etc.,

SAML. H. LOCKETT,
Colonel and Chief Engineer of Department.

Colonel [JOHN H.] GINDRAT.

Letter from commandant Naval Gun Foundry and Ordnance Works, Selma, to Captain Farrand, C. S. Navy, regarding the shipment of guns for the use of the Army.

SELMA CANNON FOUNDRY, September 6, 1864.

MY DEAR CAPTAIN: I have several times written you about guns, asking you what kind and how many were wanted at Mobile. I also

informed you that I should send them to you and not to the army, that you might dispose of them. I have, however, received no reply, and, in consequence, have sent a number of guns to Charleston and other places. In the last two days I have received dispatches from Generals Maury and Higgins asking for guns. I shall therefore ship to-day a VII-inch gun, to-morrow a X-inch, and perhaps a 6.4 toward the close of the week. Will you please turn them over to the army, if you do not wish them, and have me sent their receipts for them.

I have not heard of the two good blacksmiths you were to send us. Let the army know we can not make them projectiles, nor can we even supply you with all you want. We have not hands. Send me the mechanics and I can supply both army and navy.

Please send me a barrel of tar. If you do not write me, I can not tell what you want.

Yours, very truly,

CATESBY AP R. JONES,
Commandant.

Captain E. FARRAND, C. S. Navy,
Mobile, Ala.

Letter from Brigadier-General Higgins, C. S. Army, to Commander Jones, C. S. Navy, regarding guns.

MOBILE, September 9, 1864.

MY DEAR JONES: I received your kind communication yesterday, and am delighted with the prospect of so speedily obtaining the assistance of the heavy guns you speak of. The X and XI inch are much needed, and will, I am assured, render victory certain against their ironclads, provided we can get ready in time. My great trouble is in carriages. The Ordnance Department of the Army is terribly slow, and I fear it will be weeks before carriages are made, although I required them upon the first intimation given me that the guns were being prepared. I can only hope that the enemy will delay his operations until the carriages are finished. I feel pretty confident now, but will have no anxiety when your guns are in fighting trim.

There is no news here, but four of the enemy's vessels are in sight this morning (two monitors and two double-enders). Our earth-works around the city are being rapidly completed and all looks *couleur de rose*.

Generals Dick Taylor, Forrest, Maury, Gardner, and Major in addition to our home folks. If the enemy judge our force by the number of generals present, they will hesitate a little about making the attack.

We have much sickness among the troops, principally chills and fevers.

Nothing new from General Barr.

Yours, truly,

ED. HIGGINS.

Commander CATESBY JONES, C. S. Navy,
Commanding, [Selma, Ala.].

Letter from Captain Farrand, C. S. Navy, to Commander Jones, C. S. Navy, regarding the need of guns and projectiles.

NAVAL COMMANDANT'S OFFICE,
Mobile, Ala., September 12, 1864.

MY DEAR CAPTAIN: YOUR letter of the 6th instant was received on yesterday, and many thanks for your kind attention. I have had more on my hands, with my building gunboats and the duties of the station, than I could attend to well, which is the cause of my not writing and resorting to telegraph communications. We want all the guns you can send us. The army are erecting new batteries and strengthening the others, but in my opinion we are more in want of projectiles than we are guns. Please send them forward as fast as you can.

I am reminding the general from day to day of the necessity of sending you blacksmiths and molders. He promises me to send them if they can be found. Will send the barrel of tar by first boat.

Yours, very truly.

EBEN FARRAND.

COMMANDER CATESBY AP R. JONES, C. S. NAVY,
Selma, Ala.

Report of Major-General Magruder, C. S. Army, regarding plans for the shipment of cotton for the purpose of securing arms.

HEADQUARTERS DISTRICT OF ARKANSAS,
In Field, Monticello, September 29, 1864.

SIR: I have the honor to acknowledge the receipt of your letter of the 1st of August, 1864, in regard to the steamer *Harriet Lane* and her cargo of cotton.

I beg leave in reply to submit the following statement: By my orders some 16,000 stand of arms, which had been released in our favor by the French at Vera Cruz, in the spring of 1863, had been concentrated at Havana.

Before any steam blockade runners had entered our harbors in Texas, I, finding that the *Harriet Lane* and other ships captured by me were useless as cruisers at sea, and after the building of the forts useless for the defense of the harbors, placed their guns in the forts, and having the arms above mentioned at Havana, which could only be procured by sending the cotton or specie for them, I proposed to General Kirby Smith, commanding the Trans-Mississippi Department, to send out these ships loaded with cotton and to sell the ships and their cargoes for the purpose of buying these arms and a fast steam blockade runner with which to bring in these arms. General Smith informed me that I could send them out in this way on my own responsibility. It was so obviously right that I did not hesitate a minute. The ships were lying useless, rotting, and in danger from the enemy. The arms were absolutely necessary, and we could at that time procure them in no other way than by sending cotton or specie abroad with which to purchase them. The Government had no cotton. Arrangements were made by me with Mr. T. W. House,

a merchant of Houston, Tex., who advanced the cotton, paying the freight, and to save the ships on their arrival in a foreign port from the danger of a successful claim by the U. S. consul they were passed through a prize court and were sent abroad as the property of private individuals, being, as such, protected by the Spanish authorities.

Captain Robert B. Scott, as special agent of the Government, was sent out and was kept in ignorance of the real ownership of the *Harriet Lane* (the only ship yet out), and Mr. C. J. Helm, C. S. agent at Havana, was not informed of the transaction, lest he might be called upon in a Spanish court as a witness to testify as to ownership, and the claim of the United States be thus allowed.

Mr. Helm is still in ignorance and should remain so until the ships are disposed of.

The U. S. consul did claim the *Harriet Lane* on her arrival at Havana, but in consequence of these prudential arrangements she has not been given up.

The plans, contracts, papers, etc., were all arranged on full consultation with the C. S. district attorney, Mr. George Mason, and with the approval of the cotton office—Lieutenant-Colonel W. J. Hutchins, Mr. James Sorley, C. S. depository, Mr. B. A. Shepherd, and Mr. Ball, of the firm of Ball, Hutchings & Co., Houston, Tex., being the members who compose what is called the cotton office for the district of Texas, etc., and which is under the exclusive control of General Smith.

The details of the transaction were arranged by Brigadier-General J. E. Slaughter, then chief of my staff, and these gentlemen, after full and frequent consultation.

If these ships and their cargoes get out, we shall at once be able to pay for the arms, and if these arms can then be run in successfully incalculable benefit will result to this department.

So far we have been successful with the *Harriet Lane*. The others may be equally fortunate. We lost one, the *Clifton*, which, striking on the bar at the entrance to Sabine Pass, was burned by us.

It may be proper to state that the *Harriet Lane* was condemned as a cruiser by Commander Barney, C. S. Navy, sent to command her, and was therefore turned over by the Navy Department to the War Department.

I have not thought it prudent to send you an account of these transactions, for fear that the papers might fall into the possession of the enemy while being taken across the Mississippi River, and the information might lead to the seizure of these vessels by the United States Government.

I have the honor to be, very respectfully, your obedient servant,

J. BANKHEAD MAGRUDER,

Major-General, Commanding District of Arkansas.

HON. JAMES A. SEDDON,
Secretary of War, Richmond, Va.

Letter from Major-General Walker, U. S. Army, to Brigadier-General Boggs, U. S. Army, informing him of the capture of the Federal steamer Ike Davis.

HDQRS. DISTRICT OF TEXAS, NEW MEXICO, AND ARIZONA,
Anderson, October 1, 1864.

GENERAL: I have the honor to inform you that Captain W. F. Brown, of the Marine Department, and Lieutenant Marcus J. Beebee, of the Confederate States Navy, and eight other volunteers for the enterprise, a few days ago captured the U. S. steamer *Ike Davis*, a packet between mouth of Rio Grande and New Orleans, and ran her into Matagorda Bay, where she now lies.

These gentlemen entered themselves as passengers for New Orleans, and when 12 miles from Brazos rose upon the crew, drove them below, and took possession of the vessel, a steamer of 400 tons, and said to be very fast.

Very respectfully, your obedient servant,

J. G. WALKER,
Major-General, Commanding.

Brigadier-General W. R. BOGGS,
Chief of Staff.

Personal letter from Lieutenant Simms, U. S. Navy, to Commander Jones U. S. Navy, referring to the expected attack upon the defenses of Mobile.

C. S. S. NASHVILLE,
Lower Obstructions, Mobile Bay, October 4, [1864.]

MY DEAR JONES: From present appearances I see no prospect of my leaving Mobile this coming winter, and as my better half has made her mind up to remain with me, I must look round for the means of making her comfortable. Mrs. Myers has rented a new house, furnished with grates, which makes it necessary for us to procure coal. Not knowing how to get it, it struck me that it was possible you might procure me 4 or 5 tons from some of the contractors who furnish the foundry. If you can manage to get it for me, I will send the casks up for it.

I am now at anchor within 2½ miles of four of the enemy's vessels, one of them a Mississippi ironclad. Unfortunately, this ship draws so much water that even were it possible to get through the obstructions, I could not get nearer to them than I am at present, as they are at anchor in less water than what I draw. No one here seems to have any idea of what Farragut's next move will be. My own impression is that he is making preparations to attack us, and I think he will make the attack before this month is out. I have no confidence in the obstructions, and less in the torpedoes.

I understand that old Buck wrote Mrs. Winder that he would be back this week. The present incumbent is not thought much of. Most anything would be an improvement in that respect.

Commodore Lynch is here on an inspecting tour. He tells me it is probable Pembroke Jones will be sent here to lay down torpedoes.

Have you heard anything of it? Higgins has been relieved from duty here; so has General Gardner. I have not heard who is to relieve them.
Yours, truly,

CHARLES C. SIMMS.

[Commander CATESBY AP R. JONES.]

Order of Major-General Maury, C. S. Army, to Captain Moore, commanding special scouts for a patrol of the coast.

HEADQUARTERS DISTRICT OF THE GULF,
Mobile, Ala., October 6, 1864.

CAPTAIN: Your communication of this date received. Colonel McCulloch will be directed to furnish you with 25 good men. With this squad you will patrol the coast. A section of artillery (two rifled pieces) will be furnished you, and with these the general hopes you will be able to capture or sink the steamboat alluded to in your letter. Burn the cotton you found. You are authorized to burn all cotton and naval stores liable to fall into the hands of the enemy. You will make your reports to Colonel McCulloch, furnishing these headquarters with copies. Do not interfere with the oyster company unless you find it necessary to prevent any communication with enemy.

Very respectfully, captain, your obedient servant,

GEO. G. GARNER,
Chief of Staff.

Captain FRANK MOORE.

P. S.—Only one piece of artillery will be sent.—G. G. G.

2d P. S.—As Alabama Point is the best point of observation, the general decided that it is best not to interfere with the steamboat. If we do, the enemy will certainly establish a picket there, and thus deprive us of the means of obtaining information. No artillery therefore will be sent.—G. G. G.

Order of Major-General Maury, C. S. Army, to Captain Moore, commanding special scouts, for information regarding the enemy's fleet.

HEADQUARTERS DISTRICT OF THE GULF,
Mobile, October 8, 1864.

CAPTAIN: The general desires to be informed whether there are any of the enemy's fleet off Mobile Point—that is, at their old cruising station previous to the capture of the forts. Also, as far as you know, how many inside, and where they generally cruise. Please keep us advised at least three times per week.

Respectfully, yours,

GEO. G. GARNER,
Chief of Staff.

Captain F. MOORE,
Commanding Scouts.

Extract from Charleston Mercury regarding operations at Mobile.

MOBILE, October 10, [1864.]—On Saturday our eastern shore battery opened fire on the gunboats and whipped them off. On Sunday

the same battery opened fire on a side-wheel steamer and hulled and disabled her. The vessel is not now visible. In the fleet this morning all but two vessels disappeared, but came back in the evening.

(Correspondence (April 20 to November 24, 1864) regarding proposed expedition against Fort Pickens, Fla., to be conducted by Lieutenant James McC. Baker, C. S. Navy.)

Order of Admiral Buchanan, C. S. Navy, to Lieutenant Baker, C. S. Navy, regarding a preliminary reconnoissance.

NAVAL COMMANDANT'S OFFICE,
Mobile, Ala., April 20, 1864.

SIR: You will proceed with all possible dispatch to equip a boat for an important reconnoissance, taking with you provisions for ten days. The boat and crew you will select from the vessels of the squadron, the commanders of which will afford you every facility for carrying out this order, which you will show to them as authority for doing so. As much secrecy as possible will be observed in making arrangements for your departure. When ready, you will report to me for your final instructions.

Very respectfully, your obedient servant,

FRANKN. BUCHANAN,
Admiral, etc.

Lieutenant JAS. McC. BAKER, C. S. Navy,
Mobile, Ala.

Instructions of Admiral Buchanan, C. S. Navy, to Lieutenant Baker, C. S. Navy, regarding the reconnoissance.

NAVAL COMMANDANT'S OFFICE,
Mobile, Ala., April 21, 1864.

SIR: It is important that a correct reconnoissance should be made from Mobile to Pensacola by water, with the view to ascertain whether it will be practicable to capture Fort Pickens with a sufficient force by a boat expedition. You will therefore proceed to Pensacola in one of the *Morgan's* cutters, taking with you Acting Master's Mate Page M. Baker, C. S. Navy, and a crew of ten men with ten days' provisions.

Confidence is placed in your judgment and discretion to make this reconnoissance, and be careful of your men. After performing this duty you will return to your station and report to me the result.

Very respectfully, your obedient servant,

FRANKN. BUCHANAN,
Admiral, etc.

Lieutenant JAS. McC. BAKER, C. S. Navy,
C. S. S. Huntsville, Mobile Squadron.

Report of Lieutenant Baker, U. S. Navy, regarding the cause of delay in making proposed reconnoissance.

ON BOARD SLOOP CREOLE,
Off Philips Inlet, 30 miles to Eastward of East Pass, April 29,
1864.

SIR: On Monday evening, the 25th instant, the weather being fine, left the beach some 16 miles to the eastward of Fort Morgan, having carried the boat across from Oyster Bay [Bayou] to the Little Lagoon and from thence to the Gulf. Much to my surprise the wind, instead of hauling off the land, chopped round to the southward and blew freshly, making quite a heavy sea. On making mouth of Perdido, which I had intended to enter, found the sea breaking across the whole bar, rendering it impossible for me to do so. The wind having increased the sea running high, the current setting to the eastward several knots per hour, I was compelled to keep on my course. When some 8 miles to the eastward of Pensacola, intending, if possible, to make a harbor at East Pass, fell in with a sloop smack lying at anchor. Our position being very precarious, as the sea was continually breaking over us, and the doubt of our being able to make a safe harbor, determined me to board and take her. We did so, and the next day, 26th, while lying off and on the land, waiting for a favorable wind, was chased by a Yankee screw propeller to the eastward. We are now lying off Philips Inlet, in hopes of soon being able by a favorable change of weather to make our way to the westward, our appearance as a fishing smack being deceptive and very much in our favor. I omitted to mention that our appearance deceived the Yankee cruiser and caused him to give up the chase. Our capture proved to be the sloop *Creole*, of New Orleans, Captain Lancashire, and four men, one day out from Pensacola. The captain has given us the following information: The *Hartford*, *Richmond*, *Genesee*, *Octorara*, and *Potomac* were lying at the navy yard. The *Pensacola* went North some weeks since. Farragut was in New Orleans. It was currently reported at the yard that Banks had met with a disastrous defeat on Red River, losing two batteries and 5,000 prisoners, and also that he had been recalled. There were no ironclads in port. On Saturday, the 23d, two screw propellers arrived at the yard with negro troops on board. I purpose to-day sending Mr. Baker 25 miles inland to our pickets with Mr. Broxson, a citizen of Alabama, whom we accidentally met at this point with his wagon hauling salt, and who has kindly offered to haul a seine of 90 fathoms and a new manila hawser $4\frac{1}{2}$ inches, 150 fathoms, to a place of safety. Mr. Baker will also endeavor to obtain a force sufficient to take charge of prisoners, viz, Captain Benj. Lancashire, F. Miller, John McDougal, Ed. Stafford, Bernard Bauman. Stafford claims to be a discharged Confederate soldier, captured by Yankees on blockade steamer *Alice Vivien*, en route for Havana. Our provisions are running short, but should the wind, which has been constantly blowing from the westward, change in our favor, I will endeavor to make my way back to Mobile Bay, either by running blockade or hauling our cutter into Little Lagoon, etc., in which case I'll destroy vessel. Should the wind hold as it is, I will be compelled to burn vessel at this point, and make our way overland to Mobile. I trust my course will meet with your approbation, as I have done what, under the circumstances, seemed best and what necessity forced upon

me. Should an opportunity present itself on my return, I will finish the reconnoissance which unfavorable weather has permitted me to only make in part. It is probable I shall see you before this reaches Mobile. In the event of our capture, however, this will give you intelligence of our whereabouts and what we have done up to this time.

Very respectfully, your obedient servant,
 JAMES MCC. BAKER,
Lieutenant, U. S. Navy.

Admiral BUCHANAN.

Letter from Lieutenant Baker, U. S. Navy, to Brigadier-General Higgins, U. S. Army, proposing an immediate attack.

C. S. S. HUNTSVILLE,
Mobile, August 4, 1864.

SIR: In April last a proposition was submitted by Mr. P. M. Baker to General Maury for the capture of Fort Pickens. The general approved it and consulted with Admiral Buchanan, who concluded to send me in a small boat, with a crew of eight men, together with Mr. Baker, on a reconnoissance.

Owing to unfavorable weather I succeeded only partially, but sufficiently to demonstrate the practicability of a boat expedition to Fort Pickens, by starting at a point about 20 miles east of Fort Morgan. It was proposed to send a force of 100 or 150 men in small boats, they to effect a landing near the fort and make an entrance through the sallyports or by scaling.

By the arrival of Mr. Newman, who escaped from Fort Pickens on Friday last, I have obtained information concerning sentinels and garrison which leaves no doubt in my mind of the success of an attack on the fort if attempted at the present time.

There are in the fort for garrison duty three companies of the Seventh Vermont, numbering in all 100 men, in command of Major Allen. There are but two sentinels, one on the parapet on the east face of the fort and one at the gate opposite Barrancas. In view of these facts I earnestly desire to obtain permission to attempt the capture of the fort, and should you approve the project would request your influence with the admiral in order to have me detached for that purpose. I would require but three or four boats carrying about 15 men each, with their arms and five days' provisions. In seven hours after leaving the lagoon we can reach the fort, so that, starting at 5 p. m., we would arrive about midnight.

The enemy have now withdrawn all their large vessels for an attack on Mobile, and their attention is wholly diverted from Pensacola. In the event of the capture of the fort, with the immense amount of ammunition, stores, etc., there and at the yard, the force of the blow here would be broken, as the enemy obtain all their supplies from that point. Having already reconnoitered the route, I feel confident in asserting its entire feasibility, and think it would greatly relieve Mobile.

Mr. Newman is an engineer whom I have long known, is intelligent and trustworthy. He is well known by naval men and very anxious to accompany me on this expedition.

Hoping the above will meet with your approval, I remain, very respectfully, your obedient servant,

JAS. McC. BAKER,
Lieutenant, C. S. Navy.

Brigadier-General HIGGINS,
Commanding, etc.

[Endorsement No. 1.]

HEADQUARTERS COMMANDING MOBILE,
August 6, 1864.

Approved. I think a diversion might be made in the manner proposed, if the necessary officers and men can be obtained.

ED. HIGGINS,
Brigadier-General, Commanding.

[Endorsement No. 2.]

MOBILE, *August 6, 1864.*

I approve of attempting this if the proper outfit can be procured.

DABNEY H. MAURY,
Major-General, Commanding.

Letter from the flag officer's secretary to Lieutenant Baker, C. S. Navy, advising that permission be requested from Flag Officer Farrand, C. S. Navy.

NAVAL COMMANDANT'S OFFICE,
Mobile, Ala., August 11, 1864.

DEAR BAKER: Your several notes have been received. I do not think it advisable to telegraph Mr. Mallory yet awhile about the matter under discussion. It would be better to wait until it is quite evident that the commodore will not permit you to embark on the expedition. Then it would be well, all efforts here failing to that end, to telegraph the honorable Secretary and request his authority to carry out your plans, but to do so now would be hasty.

Commodore Farrand expresses himself much pleased and satisfied with your plans for the accomplishment of the object you have in view, and his only reason for withholding his consent from the proposed expedition is that there is no officer left on the station to supply your place, were you taken from the *Huntsville*. I have met this futile objection of his by suggesting Mr. Lambert, who could easily fill your place during your absence, and though not positively declining he said that Captain Bennett wanted his services. Now, I would advise you to write to the commodore, begging that you be permitted to put into execution your views, and asking that Lambert be put in your place until you return, and ask Captain Myers to endorse his approval thereon, and I think all will be right, and we will depart on our way rejoicing. My zeal in this undertaking is not in the least abated, and I assure you I have tried all in my power to further the enterprise, and to obtain for it the commodore's sanction.

Do as I have suggested, and see what will be the result.

Your friend,

WM. T. KEY.

Report of Lieutenant Baker, C. S. Navy, requesting permission from the flag-officer.

C. S. S. HUNTSVILLE,
Mobile Bay, August 12, 1864.

SIR: Being so thoroughly convinced of the entire feasibility of the plan I have had the honor of submitting to you in regard to the capture of Fort Pickens, etc., I am led, even at the risk of being considered importunate, once more earnestly to request your consent to attempt its execution.

Were the object to be attained less important, I should not for one instant desire to leave Mobile at this particular juncture.

Having expressed yourself as favorably inclined toward the proposed expedition, your only objection arising from the fact that my departure would leave the vessel in the event of anything happening to the captain without a commissioned officer, I would respectfully state that Lieutenant Lambert, recently of the *Gaines*, has kindly proffered to represent me during my absence. The boats and men necessary could be ready within thirty-six hours.

Trusting the above may meet with your approbation,

I am, respectfully, your obedient servant,

JAS. MCC. BAKER,
Lieutenant, C. S. Navy.

Commodore FARRAND,
Commanding Naval Forces, Mobile, Ala.

Letter from W. T. Key to Lieutenant Baker, C. S. Navy, stating the impossibility of gaining the flag-officer's consent.

NAVAL COMMANDANT'S OFFICE,
Mobile, Ala., August 15, 1864.

DEAR BAKER: Your letter to me and communication to the commodore enclosed was received on Saturday evening. On Sunday, yesterday, I handed it to him when he was at leisure, and said and did everything I could to get him to give his consent to the proposed expedition; but all in vain. I am disheartened at the way and manner in which this project, and one so perfectly feasible and practicable in all its bearings, has been suffered quietly to be passed over by the authorities that be, and this particularly after it received the full and entire endorsement of both the generals and Commodore Farrand especially.

'Tis no further use, I am sorry to say, to push this matter with Commodore Farrand, as he is now decided that we can not go. If you think it would be right to telegraph the honorable Secretary of Navy, do so, but be certain before you do so that you receive not a reprimand for presuming to address him without sending your communication through your commanding officer, and thereby the whole plan fall through.

I do not know that it would be so; you know best. I am truly sorry to blight your hopes, but the truth must be told. The expedition will not be allowed to embark by the commodore. I am as sorry

as you are, and if you should go by consent of a higher authority I also will endeavor to go with you.

Believe me, your friend,

W. T. KEY,

Secretary of Admiral Buchanan and Commodore Farrand.

Letter from Lieutenant Baker, C. S. Navy, to the Secretary of the Navy, requesting his permission for the attack.

C. S. S. HUNTSVILLE,
Mobile, August 18, 1864.

SIR: I take the liberty of addressing you on a subject, the importance of which will, I trust, excuse the informality of my action.

From information which I have received from time to time, but particularly since the arrival of William Newman, who made his escape a few days ago from Fort Pickens, I am convinced that the capture of the fort can be readily accomplished. Not dreaming that we have any designs upon it, and deluding themselves with the idea that its isolated position renders it safe from attack, they have become exceedingly careless, having only two sentinels on duty, one at the east face of the fort and the other at the gate opposite Barrancas.

The garrison consists of about 100 men, and with the exception of the guard (15 men), all sleep with their arms stacked.

I enclose herewith a proposition I submitted to Generals Maury and Higgins, which they highly approved, proffering me all the men and arms necessary. Commodore Farrand also approved of the project, and indeed ordered me to make the necessary preparations, but afterwards concluded he could not well spare my services at this juncture.

As a Floridian, I am particularly anxious to recapture Fort Pickens, and believe the way is now open to us.

I propose taking about 60 men with four small boats, pulling down the eastern shore of the bay into Bon Secours, and, hauling the boats across a narrow strip of land into Little Lagoon, I would enter the Gulf at a point 20 miles east of Fort Morgan and be within seven hours' pull of Fort Pickens, with nothing to interrupt our progress. Fort McRee is dismantled and abandoned, so we might pull close in under the land and then across the channel, making a landing between the wharf at the fort and the point. Once landed, we could effect an entrance through the sally ports, or by seizing the sentinel at the gate and calling for the corporal of the guard, who always comes alone and opens the gate.

Mr. Newman says there are immense stores of provisions, medicines, ordnance, etc., both in the fort and at the yard. In the event of our succeeding, General Maury would send a cooperating force by land against the yard, which, being assailed in front and rear, must necessarily surrender. The reinforcement we would receive in the prisoners (numbering some fifty) would enable us to hold the fort without a doubt.

Believing, sir, that the capture of this place would be of incalculable advantage to us at this time, giving us as it would an open port and distracting the attention of the enemy from more vital points, together

with the probability of recapturing our noble admiral and the officers confined there, I most respectfully and earnestly request that you will detach myself and brother for the purpose of undertaking this expedition.

Having already reconnoitered the proposed route, and being perfectly familiar with the coast and the localities in and around the fort, I feel confident in asserting the feasibility of the enterprise.

Trusting this will meet your approbation,

I am, very respectfully, your obedient servant,

JAS. McC. BAKER,
Lieutenant, C. S. Navy.

Hon. S. R. MALLORY,
Secretary Navy.

NOTE.—If you approve of the above, it would be well to take advantage of the next dark nights.

Letter from Lieutenant Baker, C. S. Navy, to Flag-Officer Farrand, C. S. Navy, regarding means for securing a vessel.

C. S. S. HUNTSVILLE, *August 20, 1864.*

SIR: I had the honor some days since of proposing for your consideration and approval a plan for the capture of one of the enemy's vessels lying near Grant's Pass at the time. I informed you that I could obtain all the men and officers necessary for such an expedition, and I thought a steamer. You informed me that should I succeed in doing so, and show the practicability of my plans, you would send the expedition.

After leaving you I called on General Maury, who had before intimated to me that he was desirous of capturing this steamer. General M. assured me that I should have every assistance in his power, any steamer in Mobile under his control, together with as many men, arms, etc., as were required. My next movement was to examine all the steamers in port. I found one without a great deal of trouble, in the employ of the quartermaster's department, exactly suited for our purpose; which done, I called on you again to state the success of my efforts, but you informed me that news of an early attack having been received you could not weaken the naval force in this quarter to facilitate an expedition of the kind. I would have explained myself more fully at the time, showing, as I have above, that I did not meditate any reduction of the naval force under your charge, but you were so busily engaged that I concluded to await a more favorable opportunity for an explanation. All I desired was your approval, with perhaps a few suggestions and permission for myself and one or more brother officers who have been engaged with me in arranging ways and means to lead the expedition. I would not again trouble you did I not feel assured that in my last interview you misunderstood the nature of the undertaking. If it is not asking too much, I would like to know whether the plan considered in this light does not meet with your approval.

Hoping that in thus addressing you I have infringed on no law of naval etiquette,

I am, very respectfully, your obedient servant,

JAS. McC. BAKER,
Lieutenant, C. S. Navy.

Flag-Officer FARRAND.

Letter from the Secretary of the Navy to Lieutenant Baker, C. S. Navy, granting permission for the expedition.

Confidential.]

CONFEDERATE STATES OF AMERICA,
Navy Department, Richmond, September 26, 1864.

SIR: An earlier reply to your letter of the 18th ultimo, presenting your plan for capturing Fort Pickens, has been precluded by its reference to the President and to General Bragg.

Your plan is approved. Flag-Officer Farrand is instructed to take all necessary measures for fitting out the expedition and securing its success, and he will promptly confer with you.

Enclosed you have a copy of my letter to him and of General Bragg's letter to me. My injunctions as to secrecy must be rigidly observed. Your success must depend upon a surprise.

I earnestly trust, as well for yourself, officers, and men, as for the country, that there will be no failure.

I am, respectfully, your obedient servant,

S. R. MALLORY,

Secretary of the Navy.

Lieutenant JAS. McC. BAKER, C. S. Navy,
Mobile, Ala.

Letter from General Bragg, C. S. Army, to the Secretary of the Navy, suggesting a modified plan for the attack.

HEADQUARTERS ARMIES CONFEDERATE STATES,
Richmond, September 26, 1864.

SIR: I have the honor to enclose to you the letter and papers of Lieutenant Baker, C. S. Navy, referred by you to the President. It will be seen he approves the proposition and has sent it to me for the purpose of cooperation.

In the present aspect of affairs in Mobile Bay the movement by boats into Bon Secours may be difficult or impracticable. In that event it might be made by transporting the boats overland and moving down the Perdido.

But one important modification in the plan has seemed to me advisable. After landing, I would not rely solely on effecting an entrance at the sally ports. But a small party would suffice for the ruse, while the main force was thrown by scaling ladders immediately into the fort over the wall opposite Fort McRee. This point is easily approached, is near the landing place, and is the lowest part of the wall. It could be scaled by light ladders transported in the boats, which can be carried readily by two stout men.

It will afford me pleasure to order the necessary assistance and cooperation from the land forces, and to direct a movement in diversion whenever the naval expedition shall be in readiness.

I am, sir, very respectfully, your obedient servant,

BRAXTON BRAGG,

General.

Hon. S. R. MALLORY,
Secretary of Navy, Richmond.

Order of Flag-Officer Farrand, U. S. Navy, to Lieutenant Baker, U. S. Navy, detailing him for special duty.

NAVAL COMMANDANT'S OFFICE,
Mobile, Ala., October 6, 1864.

SIR: You are hereby temporarily detached on special service from the U. S. S. *Huntsville*, and you will report to me for further instructions.

Very respectfully, your obedient servant,

EBEN FARRAND,
Flag-Officer, etc.

Lieutenant JAS. McC. BAKER, U. S. NAVY,
U. S. S. *Huntsville*, Mobile Squadron.

[Endorsement.]

Delivered October 6, 1864.

JULIAN MYERS,
Lieutenant, Commanding.

Report of Lieutenant Baker, U. S. Navy, announcing his readiness.

MOBILE, October 11, 1864.

SIR: Having thoroughly reconnoitered the route I shall take, I am now ready to prepare the boats, and request, respectfully, they be turned over to me as soon as possible.

Very respectfully, your obedient servant,

JAS. McC. BAKER, U. S. NAVY.

Captain EBEN FARRAND,
Flag-Officer, etc.

Report of Lieutenant Baker, U. S. Navy, stating requirements.

MOBILE, October 12, 1864.

SIR: In accordance with your order, I beg leave respectfully to submit to you the following statement:

I will require the following boats: Barge and launch at navy yard, first cutters of *Morgan* and *Huntsville*, launch and first cutter of *Nashville*, with their fixtures, and six wagons with good teams to transport same from Shell Banks to Ross Point. Also 5 officers and 125 men; one-third sailors, the balance heavy artillerists, if possible, armed with revolvers and some short effective gun, carrying with them seven days' cooked rations. Two ladders, 40 feet long, in sections of 10 feet. Six axes, lines for lashing, and material for muffling oars will be needed. All to be ready in ten days from date.

Very respectfully, your obedient servant,

JAS. McC. BAKER,
First Lieutenant, U. S. Navy.

Captain EBEN FARRAND,
Commanding Naval Forces, Mobile, Ala.

Report of Lieutenant Baker, C. S. Navy, requesting Department's order for a sufficient force of men.

MOBILE, *October 12, 1864.*

SIR: Have reconnoitered and will adopt route suggested by General Bragg. Boats with fixtures, ladders, etc., will be ready by 19th instant, the moon serving about that time.

Commodore Farrand and General Maury having so small a force do not like to spare the men. Please send an order that will enable me to procure them as soon as possible.

Very respectfully, your obedient servant,

JAS. McC. BAKER, C. S. Navy,
First Lieutenant.

S. R. MALLORY,
Secretary Navy.

[Endorsment.]

Naval dispatch to S. R. Mallory in cipher. J. McC. B.

Letter from Brigadier-General McCulloch, C. S. Army, to Lieutenant Baker, C. S. Navy, transmitting copy of order from Major-General Maury, C. S. Army, for the detailing of volunteers.

HEADQUARTERS McCULLOCH'S BRIGADE,
Greenwood, October 21, 1864.

LIEUTENANT: The following order from District Headquarters, authorizing you to receive volunteers for a certain expedition therein contemplated, meets with the approval of Colonel R. McCulloch, commanding, and he directs me so to inform you:

HEADQUARTERS DISTRICT OF THE GULF,
Mobile, Ala., October 20, 1864.

GENERAL: The major-general commanding directs that Lieutenant Baker, C. S. Navy, is authorized to receive 100 volunteers from the Fifteenth Confederate Cavalry Regiment, in your command, for a special and dangerous service. Let a proportion, if possible, come from each company.

Very respectfully, your obedient servant,

GEO. G. GARNER,
Chief of Staff.

Brigadier-General ST. J. R. LIDDELL,
Commanding Eastern Division District of the Gulf.

I am, lieutenant, very respectfully, your obedient servant,

W. H. BRAND,
Assistant Adjutant-General.

Lieutenant BAKER, C. S. Navy.

Report of Lieutenant Baker, C. S. Navy, giving plan of operations.

MOBILE, ALA., *October 24, 1864.*

SIR: In compliance with your order I take pleasure in making the following report:

With five launches and 100 men I propose to leave Blakely, Ala., transporting boats in wagons to Ross Point, on the Perdido River. From this point I will pull under cover of night to Pensacola Bay

and effect a landing near Fort Pickens. I will then endeavor to enter the fort with scaling ladders or through the sally ports. Once in possession of the fort, I will signalize the land forces, who are to cooperate with us. My course after this will be determined by circumstances; but should my position be untenable, I will of course endeavor to destroy as much as possible and escape with my command.

Being all ready I will leave this point in the steamer *Dick Keys* to-night.

I am, sir, very respectfully, your obedient servant,

JAS. McC. BAKER,

Lieutenant, C. S. Navy.

Captain EBEN FARRAND,

Flag-Officer, etc., Mobile, Ala.

Letter from Major-General Maury, C. S. Army, to Lieutenant Baker, C. S. Navy, expressing confidence and assuring cooperation.

MOBILE, *October 24, 1864.*

MY DEAR SIR: Having discharged my whole duty and perhaps more in laying before you my views of your proposed operations, I will now aid you as far as I can in its execution. Confer fully with General Liddell, who will cooperate with you as he best can. I regret that my forces are so much reduced as to prevent me from sending to General Liddell any troops from this point. I would not be justified in doing so. I earnestly hope complete success will attend you, and I desire to express my respect for the energy, confidence, tenacity, and courage you have evinced. I believe if your future movements be conducted with secrecy you will capture the fort, and in that case yours shall be all the credit.

Very truly and respectfully, yours,

DABNEY H. MAURY,

Major-General, Commanding.

Lieutenant BAKER, C. S. Navy.

Report of Lieutenant Baker, C. S. Navy, expressing regret at delay arising from withdrawal of army cooperation.

MOBILE, *November 1, 1864.*

SIR: I beg leave respectfully to report that on the evening of the 25th ultimo I left this place in the steamer *Dick Keys* with five launches, fixtures complete, two scaling ladders in sections, wagons, teams, etc.

We landed at Blakely at 9 p. m., where I found my men, 100 in number, awaiting me. The better to conceal our movements, started at once under cover of night. At this time I received an order from Brigadier-General Liddell, commanding me to suspend the expedition temporarily, by order from Major-General Maury, who had heard of a heavy force of the enemy's being landed at the navy yard. Upon the receipt of this, I encamped in an obscure spot, off the road, 3 miles from Blakely.

On the 30th ultimo news was received by the general of the falsity of the rumor, and I immediately requested permission of General

Maury to move forward. He again ordered a temporary suspension of the expedition, as he was not fully prepared to cooperate, and feared the enemy had obtained information of the movement. I remonstrated against the delay, stating the impossibility of the enemy having obtained such information, since not even the men in my command were aware of my destination, but the men being under his control, I was compelled to acquiesce. He advised that the men be returned to their respective companies, so as to give the impression of the move being abandoned, and, on a given day, suddenly ordered back, when the expedition might proceed, he thought, with more secrecy and certainty of success.

This has been done, and I have left the boats on the wagons, concealed and under cover, with a guard in charge of Master's Mate P. M. Baker. Had I been allowed to proceed without delay, I feel confident we should have met with success. It is greatly to be regretted that the men could not be obtained from the navy, as, in that case, they would have been under my control and this delay avoided. I would respectfully suggest that, if possible, sailors be procured for the enterprise. The generals commanding have recently received intelligence that besides the large quantities of stores, munitions of war, etc., always at the yard, the enemy have accumulated there immense supplies for Sherman's army. Enclosed you will find a letter to me from General Maury, which, unfortunately, did not reach me until other orders had been issued. As soon as the general is ready to cooperate I will proceed to carry out the plan without delay.

Very respectfully, your obedient servant,

JAS. McC. BAKER,
First Lieutenant, U. S. Navy.

S. R. MALLORY,
Secretary Navy.

Receipt for mules and harness.

ASSISTANT QUARTERMASTER'S OFFICE,
Blakely, November 2, 1864.

Received from Lieutenant Baker 23 mules and 24 sets of harness, to be delivered to Major Klumph, at Mobile.

Also 6 teamsters (negroes).

W. D. WAPLES,
Captain and Assistant Quartermaster.
Per D. A. MONIAC,
Quartermaster's Sergeant.

Report of Lieutenant Baker, U. S. Navy, protesting to the Department against orders of suspension from Flag-Officer Farrand, U. S. Navy.

MOBILE, ALA., *November 9, 1864.*

SIR: I beg leave respectfully to report that while acting under orders from the Department, bearing date, Richmond, September 26, 1864, and while awaiting, near Blakely, Ala., cooperation of Major-General Maury, I received enclosed communication from Flag-Officer Farrand, ordering my return, with boats, officers, etc., to this

point. I obeyed the order, and now respectfully enter my protest, as I conceive myself still under orders from the Department.

Furthermore, that upon reporting to Flag-Officer Farrand I was ordered to relinquish the expedition and return to my ship for duty.

Enclosed you will also please find communication from Major-General Maury, ordering a temporary suspension of the expedition.

Very respectfully, your obedient servant,

JAS. McC. BAKER,
Lieutenant, U. S. Navy.

S. R. MALLORY,
Secretary Navy, Richmond, Va.

Order of Brigadier-General Liddell, U. S. Army.

Special Order.]

HEADQUARTERS,
Blakely, November 5, 1864.

The officer in charge of the wagons, boats, etc., of Baker expedition will turn over same to Captain Waples, division quartermaster.

By order of Brigadier-General Liddell:

JOS. J. STEWART,
Acting Assistant Adjutant-General.

Report of Lieutenant Cleveland, U. S. Army, transmitting receipt for articles received from quartermaster's office.

MOBILE *November 7, 1864.*

LIEUTENANT: I have the honor to submit this, my report, to you:

On the——I turned over to the quartermaster at Blakely, in accordance with your instructions, the mules, harness, and teamsters belonging to the expedition, with the exception of one mule, with saddle, which escaped by negligence of the driver. On the——a noncommissioned officer came out with verbal orders to ship the boats, wagons, etc., to Mobile, which being informal, I refused to receive or allow the boats, etc., to be moved. The next day I received the enclosed order from General Liddell, in accordance with which I turned over everything belonging to the expedition to Captain Waples, assistant quartermaster, and awaited your coming. Enclosed you will please find the receipts taken.

Very respectfully, your obedient servant,

J. B. CLEVELAND,
First Lieutenant, U. S. Army.

[Enclosure.]

Received from Lieutenant J. B. Cleveland (in charge of articles belonging to the Baker expedition), in accordance with Special Order No. —, headquarters of Brigadier-General Liddell, Blakely, November 5, 1864, the following articles, viz:

Six wagons, 5 with boat beds, 1 with wagon bed, all complete; 5 boats, with rudder, gratings, painter, etc., complete; 60 oars and 14

poles; 3 boxes containing ladders; 1 piece Manila rope; 1 bundle grummetts, etc.

Received at Blakely this 5th day of November, 1864.

W. D. WAPLES,
Captain and Assistant Quartermaster.
 Per D. A. MONIAC,
Quartermaster's Sergeant.

Letter from the Secretary of the Navy to Lieutenant Baker, U. S. Navy, regretting the necessary termination of the enterprise.

CONFEDERATE STATES OF AMERICA,
Navy Department, Richmond, November 24, 1864.

SIR: Your letter of the 9th instant has been received.

Major-General Maury having withdrawn his men from the enterprise to the command of which you were assigned, its prosecution became impracticable. It was Captain Farrand's duty, therefore, to issue to you the order of which you complain and against which you protest, for the protection of either your men or the public interests, was unnecessary and irregular.

I regret that circumstances beyond the control of the Department or yourself should have thus terminated an enterprise which seemed to promise good results.

I am, respectfully, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

Lieutenant JAMES McC. BAKER, U. S. N.,
Mobile, Ala.

Letter from Flag-Officer Farrand, U. S. Navy, to Chief Engineer Warner, U. S. Navy, in charge Naval Iron Works, Columbus, Ga., regarding a nearly completed steamer.

NAVAL COMMANDANT'S OFFICE,
Mobile, Ala., October 28, 1864.

SIR: I hear from report that you have nearly completed at Montgomery a steamboat for which you have at this time very little use. If that is the case, I would be glad if you would turn her over to me, as I am much in want of the means of transporting iron and coal and other materials, as the quartermaster's department have the entire control of all the river transportation.

Please let me hear from you on the subject at your earliest convenience.

Very respectfully, your obedient servant,

EBEN FARRAND,
Flag-Officer, etc.

Chief Engineer JAMES H. WARNER,
In Charge of Naval Iron Works, Columbus, Ga.

[Endorsement.]

NAVAL IRON WORKS, *October 31, 1864.*

Respectfully referred to Captain Catesby ap R. Jones, commanding naval works, Selma, Ala

J. H. WARNER,
*Chief Engineer, U. S. Navy, in Charge.**Letter from Flag-Officer Farrand, U. S. Navy, to Commander Jones, U. S. Navy, regarding coal.*NAVAL COMMANDANT'S OFFICE,
Mobile, Ala., November 5, 1864.

SIR: Your communication of the 28th ultimo was duly received.

The steamer *Iron King* has arrived and discharged her coal, and has left here for Selma, where I hope she will arrive in due time.

Use every possible effort to give me in Mobile as large a quantity of coal as is possible to obtain, as I shall require all I can get, and you may rely upon my cordial cooperation in all your endeavors to this end.

Very respectfully, your obedient servant,

EBEN FARRAND,
*Flag-Officer, etc.*Commander C. AP R. JONES, U. S. Navy,
*Selma, Ala.**Letter from Flag-Officer Farrand, U. S. Navy, to Commander Jones, U. S. Navy, regarding the lack of barges for naval use.*NAVAL COMMANDANT'S OFFICE,
Mobile, Ala., November 5, 1864.

SIR: Yours of the 20th October was received in due course of mails.

I have no barges, nor are there any here belonging to the Navy. Those built at Selma, Ala., were turned over to the Army by Admiral Buchanan.

Very respectfully, your obedient servant,

EBEN FARRAND,
*Flag-Officer, etc.*Commander C. AP R. JONES, U. S. Navy,
*Commanding, Selma, Ala.**Order of Flag-Officer Farrand, U. S. Navy, to Lieutenant Simms, U. S. Navy, to proceed to duty at Selma, Ala.*NAVAL COMMANDANT'S OFFICE,
*Mobile, Ala., November 26, 1864.*SIR: You are hereby relieved of the command of the C. S. S. *Nashville*, and you will report for duty as soon as convenient to Commander Catesby ap R. Jones, U. S. Navy, commanding, etc., Selma, Ala.

Very respectfully, your obedient servant,

EBEN FARRAND,
*Flag-Officer, etc.*Lieutenant Commanding CHAS. C. SIMMS, U. S. Navy,
Mobile, Ala.

Order of Major-General Maury, C. S. Army, to Captain Moore, C. S. Army, making enquiry regarding reported Federal movements.

HEADQUARTERS DISTRICT OF THE GULF,
Mobile, November 29, 1864.

CAPTAIN: It has been reported to the major-general commanding that the enemy has been landing troops on Dauphin Island during the past week. Please discover, if possible, whether this report be true.

Very respectfully, your obedient servant,

D. W. FLOWERREE,
Assistant Adjutant-General.

Captain FRANK MOORE,
Mon Louis Island.

P. S.—Major McGivern has been ordered to furnish a wagon.
D. W. F.

Order of Major-General Maury, C. S. Army, to Captain Moore, C. S. Army, to furnish daily information regarding Federal movements.

HEADQUARTERS DISTRICT OF THE GULF,
Mobile, Ala., December 2, 1864.

CAPTAIN: Reliable information has reached here that a column of the enemy's cavalry (two brigades) left Tangipahoa day before yesterday. The general desires you to be on the alert and try and find out whether any troops have been landed on Dauphin Island, and keep us daily informed of everything of interest. We can not yet determine whether the enemy will make for Pascagoula or some point on the Mobile and Ohio Railroad. No news of any interest this morning. I send you a late New Orleans paper.

Respectfully, yours,

GEO. G. GARNER,
Chief of Staff.

Captain FRANK MOORE,
Commanding Special Scouts.

[Telegram.]

MOBILE, December 4, 1864.
(Received 7:20, 10th.)

Farragut has gone North. The *Hartford* and other heavy vessels have disappeared from down bay. Steele, with 15,000 men, reported to have gone from Memphis up river last week. Governor Harris reports all of Tennessee south of Duck River in our possession. People of Tennessee and army in high spirits. A column of cavalry, under Davidson, 4,000 strong, reported moving from East Louisiana for Mobile and Ohio Railroad. Halligan, recently appointed lieutenant, has not yet used his torpedo boat. I do not believe he ever will. His boat is reported a most valuable invention. Many officers, Army and Navy, are urgent for command of her. May not Commodore Farrand or myself place proper officer in command to attack enemy at once.

D. H. MAURY,
Major-General, Commanding.

Hon. J. A. SEDDON.

Letter from Major-General Maury, C. S. Army, to Flag-Officer Farrand C. S. Navy, regarding applicants for the command of C. S. torpedo boat Saint Patrick.

HEADQUARTERS DISTRICT OF THE GULF,
Mobile, Ala., December 5, 1864.

COMMODORE: Every opportunity and facility having been afforded Mr. Halligan to enable him to use his boat against the enemy, and he evidently not being a proper man to conduct such an enterprise, please order a suitable officer of your command to take charge of the *Saint Patrick* at once and attack without unnecessary delay. I am not willing Halligan should be intrusted with any such business. He may go on the boat with the officer you will appoint to command it; and I presume the pecuniary reward granted by law on account of destruction of enemy's vessels will be secured for Mr. Halligan in case of the successful use of his invention. Pray inform me at once of your decision in the premises, as several officers of my immediate command are urgent applicants for the service we have so long been endeavoring to have accomplished.

Very respectfully,

D. H. MAURY,
Major-General, Commanding.

Commodore E. FARRAND,
Commanding, etc.

[Enclosed with report of Major-General Maury to the War Department, January 26, 1865. See A. W. R., Volume XLIX, part 1, p. 934a.]

Letter from Brigadier-General Hawes, C. S. Army, to Captain Emmons, U. S. Navy, regarding requests from noncombatants for transportation under flag of truce.

HEADQUARTERS DEFENSES OF GALVESTON,
Galveston, Tex., December 5, 1864.

CAPTAIN: I have the honor to acknowledge the reception by flag of truce of your communication of November 29.

The parties to whom a passage has been accorded shall be promptly notified of your kindness. I have also been requested by a Mrs. Dugard and a Mrs. Duval to apply to you for the same indulgence, and have consented to do so with a distinct understanding that parties so leaving will not be permitted to return within our lines. It is proper that I should inform you that our authorities are not disposed to abuse a flag of truce or trespass upon your courtesy by aiding anyone to leave the country under such circumstances who may design to return.

I am at all times, however, ready to aid unfortunate noncombatants to rejoin their natural protectors, and will either receive or forward them, whenever the consent of the United States naval authorities has been previously obtained.

I have the honor to remain, with much respect, your very obedient servant,

J. M. HAWES,
Brigadier-General Commanding.

Captain GEO. F. EMMONS,
Commanding U. S. Naval Forces off Galveston, Tex.

Letter from Colonel Garner, U. S. Army, to Captain Moore, U. S. Army, forwarding information regarding Federal movements.

HEADQUARTERS DISTRICT OF THE GULF.

Mobile, Ala., December 6, 1864.

The following is a copy of a telegram received from Brigadier-General St. John R. Liddell, commanding East Division at Blakely, Ala.:

Dispatch just received from Colonel Maury [says]: Farragut arrived at navy yard on 1st instant, took charge of the light-draft boats previously reported as having been built, and pressing completion of the others. Mobile is to be attacked by land and sea and a diversion to be made on Pollard at the same time. Two steamers landed troops at navy yard on 2d instant. Wagon train half mile east Fort Morgan, part of which is loaded with pontoons. Extensive preparations are being made both at Pensacola navy yard and Fort Morgan for active operations, as they say, to divert troops from pursuit of Sherman.

I remain, very respectfully, your obedient servant,

GEO. G. GARNER,
Chief of Staff.

Captain FRANK MOORE,
Bay Shore.

Order of Major-General Maury, U. S. Army, to Captain Moore, commanding special scouts, to ascertain the force of the Federal fleet moving on Mobile.

HEADQUARTERS DISTRICT OF THE GULF,

Mobile, Ala., December 8, 1864.

DEAR CAPTAIN: General Liddell telegraphed late last night that dispatches state that the fleet had left Pensacola for Mobile Bay. The general wishes you to use every exertion in finding out if this be so, and in case it is, to let him know the number of vessels, and any information relating to them. Please send out your scouts immediately, as this is a matter of vital importance. Send back by courier your latest news.

Respectfully and truly, yours,

GEO. G. GARNER,
Chief of Staff.

Captain FRANK MOORE,
*Fifth Regiment Louisiana Volunteers,
Commanding Special Scouts.*

Order of Major-General Maury, U. S. Army, to Captain Moore, commanding special scouts, regarding information relative to Federal force.

HEADQUARTERS DISTRICT OF THE GULF,

Mobile, Ala., December 10, 1864.

DEAR CAPTAIN: I received your dispatch of 3 p. m. yesterday at a little past midnight last night. Do you consider the number of vessels you report as a decided increase of the force in lower bay? I ask because for several weeks I have not observed the total fleet down there and its changes. I sent Perryman down to procure specific information, which I desired to have very quickly. On the 7th it was reported to me from the other side of the bay that the whole fleet in

Pensacola Bay had sailed for Mobile Bay. You must be very vigilant to avoid capture or the capture of any of your party. They tell me from Pensacola about large light-draft boats which have been built there in order to be used against Mobile. Try and ascertain whether any such are in Mobile Bay.

Very truly and respectfully, yours,

DABNEY H. MAURY,
Major-General.

Captain MOORE.

Letter from Major-General Maury, C. S. Army, to Captain Moore, commanding special scouts, regarding reported landing of the enemy at Pascagoula.

HEADQUARTERS DISTRICT OF THE GULF,
Mobile, Ala., December 16, 1864

DEAR CAPTAIN: Reports from Pascagoula that the enemy landed in considerable force yesterday at Pascagoula. No doubt it is to be a base of supplies. Please keep a good lookout. If you can, inform Colonel McCulloch of any movement. I have directed Captain Savery to send a daily courier to your headquarters for reports. Should, however, you wish to send us any important information, do so by one of your couriers. The general gets exceedingly nervous, as well as myself to hear from you.

Excuse haste.

Yours, truly,

GEO. G. GARNER.

Captain F. MOORE.

Letter from Major-General Maury, C. S. Army, to the commanding officer U. S. naval forces in Mobile Bay, regarding the transfer of cotton for the benefit of Confederate prisoners.

HEADQUARTERS DISTRICT OF THE GULF,
Mobile, Ala., December 19, 1864.

SIR: I have the honor to notify you that I am now ready to transfer to the custody of your Government the thousand bales of cotton which are by agreement between our respective Governments to be used in furnishing supplies to the Confederate prisoners held by the United States.

Please inform me if there is any impediment to the immediate transfer of the steamer with the cotton, in accordance with the suggestions made to me recently by Major-General Granger.

I am, sir, very respectfully, your obedient servant,

DABNEY H. MAURY,
Major-General, Commanding.

COMMANDING OFFICER U. S. NAVAL FORCES,
Mobile Bay.

Abstract log of the C. S. S. Tennessee, Lieutenant James D. Johnston, C. S. Navy, commanding.

February 16, 1864.—Mobile River. The colors were hoisted and the ship put in commission at 9 a. m. with the following attached: James D. Johnston, first lieutenant, commanding; William L. Bradford, first lieutenant; Mortimer M. Benton, second lieutenant; Henri W. Perrin, acting master; R. C. Bowles, assistant surgeon; John J. McPherson, assistant paymaster; George D. Lining, first assistant engineer; John C. O'Connell, second assistant engineer; William Rodgers, third assistant engineer; Oscar Benson, third assistant engineer; William Patterson, third assistant engineer; John McCredie, boatswain; H. S. Smith, gunner; W. S. Forrest, master's mate; C. F. [R. ?] McBlair, master's mate; 63 men on board. At 3:40 two lighters came alongside with two steam fire engines on board and were secured to the vessel. Commenced pumping on the starboard side at 4 o'clock and on the port side at 5 p. m. Ceased pumping at 8:30 p. m. Weather clear and cool. Wind N. Very low tide.—H. W. PERRIN.

February 18.—John Chapman, fireman, reported on board from the receiving ship.

February 20.—Nine marines reported on board for duty. Admiral Buchanan came on board at 11 a. m. C. S. S. *Baltic* took the vessel in tow and proceeded up the river (at 12 o'clock). Grounded at 1 o'clock $1\frac{1}{2}$ miles from town. The admiral left the ship at four bells (2 o'clock). The vessel floated at seven bells and proceeded up the river until 5 o'clock and again grounded. C. S. S. *Selma*, by order of Captain Johnston, passed a hawser to the bows of the *Baltic* to assist in towing, but both vessels being unable to move the vessel, they were ordered to let go their anchors and wait for higher water at 6:30 p. m. Taken in tow by the steamers *Baltic* and *Selma* and ten minutes before 10 the ship moved slowly up to 11 o'clock. At 12 o'clock the *Selma* was ordered to cast loose and proceed to Mobile. The *Baltic* continued towing without making any progress.

February 24.—First Lieutenant A. D. Wharton reported for duty.

February 28.—At 3:30 the steamer *Senator* made fast on our starboard side and commenced towing. At 3:40 the steamer *Natchez* came alongside and commenced towing. At 4 the ship floated and a hawser was passed from our port bow to the steamer *Natchez* and another from our ship's starboard quarter to the *Mary Virginia* and the ship hauled up the river, when the hawser from the *Mary Virginia* was cast off and the *Natchez* continued towing up the river until 4:30, when the hawser was cast off, the steamer *Natchez* returned to the city, and we let go our port anchor with 7 fathoms chain. C. S. S. *Gaines* passed up the river at 5 p. m.

February 29.—The anchor was made fast at 8:25 a. m. and the *Mary Virginia* was made fast to our port quarter. At 8:35 the vessel got underway and steamed up the river. At 9:25 a hawser was passed to the steamer *Dick Keys* from our starboard bow, which parted, and another was passed and she towed us down the river. At 12:45 came to with port anchor in 5 fathoms water and veered to 15 fathoms chain. Spanish River Battery bearing due south, distance 1 mile.

March 31.—Spanish River. From 8 to meridian: Executive officer W. L. Bradford left the ship on sick leave.

April 3.—The docks, in process of construction for the purpose of lifting the vessel over the bar, caught fire at 12 midnight; three were

destroyed. Captain Johnston left the ship and went to the fire. Mr. Wharton also took the launch, with her crew. Both boats returned at 3:30 a. m.

April 5.—From 8 to meridian: Admiral F. Buchanan and Generals Maury and Hart visited the ship.

April 6.—At 9:20 a. m. got underway and steamed for Mobile. At 1:30 p. m. came to anchor off the navy yard.

April 13.—At 9:20 p. m. a fire broke out in rear of the navy yard. The first cutter, in charge of Lieutenant M. M. Benton, left to render assistance. At 9:30 cutter returned.

April 18.—At 11 p. m. one of the unfinished rams at the navy yard wharf got adrift. Sent a boat with a kedge and hawser after her; succeeded in bringing her to anchor at the mouth of the river.

May 17.—Passed two parts of 7-inch hawser to steamer *Morgan*. Hove up anchor and got underway at 9 a. m., the *Magnolia* towing us. At 9:30 the admiral came on board in his barge. At 12:45 p. m. steamer *Morgan* went ahead and passed her hawser to the *Magnolia*, both commenced towing. At 1:45 p. m. the *Morgan* parted her hawser, and the wind catching the *Magnolia*, drove her on the banks, where she became jammed by the ship. Got out kedge from starboard at 2:30 and commenced kedging and backing ship around. Passed hawser to the *Morgan* from port bow, swung the ship around. At 3:30 the *Magnolia* passed ahead, taking lines from the *Morgan*. Came to anchor at 6 p. m. near the obstructions in 2 fathoms. The admiral left the ship.

May 18.—Near the second obstructions. From 8 to midnight: The C. S. S. *Selma* came alongside from Grant's Pass and steamed back again.

May 22.—Mobile Bay. At 10 a. m. Admiral Buchanan hoisted his flag on this vessel. Inspected the crew aft and addressed them in a few remarks. He then inspected the ships of the squadron.

May 23.—Mobile Bay. From 8 to midnight: Clear, with light breeze from the southward and westward. Commenced getting up steam at 11 o'clock. Commenced getting up steam on steamers *Baltic*, *Selma*, *Morgan*, and *Gaines* during the watch.

May 24.—From 4 to 8 a. m.: Clear, with moderate breeze from the southward. Hove up anchor and got underway at 5:55. Made general signals for fleet to follow motions of commanding officer. From 8 to meridian: Came to with starboard anchor, Fort Morgan bearing S. $\frac{1}{2}$ W., about three-fourths of a mile distant.

May 26.—From 8 to meridian: The *Morgan* fired a gun at the steamer *Denbigh*, starting to run the blockade. She showed her light and proceeded to sea.

May 30.—Off Fort Morgan. From 8 to meridian: One of the enemy's vessels fired several times at a land battery near Fort Morgan. The battery replied twice.

May 31.—From meridian to 4 p. m.: Steamer *Morgan* left for Grant's Pass. A ship-rigged screw-propeller came to in the enemy's fleet and fired a salute of fifteen guns.

June 7.—Off Fort Morgan. Heavy firing to the eastward at 4 a. m. The *Denbigh* came safely in and hove to off Fort Morgan.

June 10.—At 4:45 a. m. commenced heaving in starboard cable. Anchor came up foul. Steamer *Gaines* came ahead; sent her a

hawser, and she towed us to a position nearer to Fort Morgan and commanding channel. At 6 came to anchor.

June 12.—At 11:05 torpedo boat came down.

June 30.—At 10:30 p. m. firing commenced from blockaders. Soon after Fort Morgan fired one shot, when firing ceased.

July 1.—At 12:30 a. m. boat from the fort came alongside, asking a boat to assist blockade runner *Ivanhoe*, beached off the fort. At 12:40 first cutter left the ship with Lieutenant McDermott and Master H. W. Perrin to assist said steamer. At 6 a. m. the enemy's fleet opened fire on the *Ivanhoe*. The guns from Fort Morgan replied. At 7:30 first cutter returned. From 8 to meridian: Clear; wind south. Enemy still firing on the *Ivanhoe*. From meridian to 4 p. m.: Enemy firing until 3:30. From 6 to 8 p. m.: Cutter and launch left to go to the *Ivanhoe*, H. W. Perrin, master, and Boatswain McCredie in charge.

July 2.—At 3 a. m. cutter and launch returned. From 8 to meridian: Blockading fleet opened fire on the *Ivanhoe*. Fort returned the fire. From meridian to 4 p. m.: Occasional firing from the enemy's fleet. From 6 to 8 p. m.: Sent launch to assistance of steamer *Ivanhoe*, in charge of Boatswain McCredie and Master's Mate Forrest. From 8 to midnight: Launch returned.

July 3.—Commences and to 4 a. m.: Enemy's fleet opened fire on the *Ivanhoe*. Light battery returned the fire.

July 5.—At 3 a. m. the enemy opened fire on the *Ivanhoe* and ceased firing at 3:30.

July 6.—At 12:30 a. m. a fire broke out on the blockade runner *Ivanhoe* and continued to burn during the entire watch.

July 8.—Commences and until 4 a. m.: Volley of musketry and firing from a light battery in direction of the blockade runner *Ivanhoe*.

July 10.—At 1:55 a. m. an officer from Fort Morgan came alongside. At 2:40 sent cutter and launch to the assistance of blockade runner *Virginia*, beached during the watch. From 4 to 8 a. m.: Blockading fleet opened fire on the *Virginia* and fired twenty shots.

July 11.—Commences and to 4 a. m.: Fort Morgan fired a gun at 1:10 a. m. At 2:45 a. m. the enemy's fleet sent up a rocket.

July 14.—Master's Mate C. McBlair detached from this vessel and ordered to Savannah, Ga.

July 27.—From 4 to 8 p. m.: Enemy's boats sounding near channel abreast of Fort Morgan.

July 28.—Got underway at 10 a. m. and steamed near the *Gaines*, firing our battery. Came to anchor at 11:30, Fort Morgan bearing S. W. by S., about one-half mile distant.

July 30.—From 8 to meridian: The Yankee monitor and two small gunboats came inside of Sand Island and anchored. At 6:30 p. m. went to quarters and cast loose the battery. Five Yankee gunboats and a monitor inside Sand Island. Ship under banked fires.

July 31.—From 4 to 8 p. m.: A Yankee double-turreted monitor came from the westward and anchored close in to the northward of Sand Island, making two thus far. Enemy's fleet now consists of 18 sail.